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THE ARCHITECTS' JOURNAL



standard contents

every issue does not necessarily contain all these contents, but they are the regular features which continually recur.

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No. 2550] [VOL. 98

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★ The war has both multiplied the number of Official Departments and encouraged Societies and Committees of all kinds to become more vocal. The result is a growing output of official and group propaganda. A glossary of abbreviations is now provided below, together with the full address and telephone number of the organizations concerned. In all cases where the town is not mentioned the word LONDON is implicit in the address.

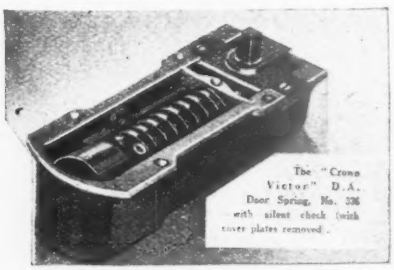
JAN 1 6 1944 DETROIT

AA	Architectural Association. 34/6, Bedford Square, W.C.1.	Museum 0974.
ABT	Association of Building Technicians. 5, Ashley Place, S.W.1.	Victoria 0447-8.
APRR	Association for Planning and Regional Reconstruction. 32, Gordon Square, W.C.1.	Euston 2158-9.
ARCUK	Architects' Registration Council. 68, Portland Place, W.1.	Welbeck 9738.
ASB	Architectural Science Board of the Royal Institute of British Architects, 66, Portland Place, W.1.	Welbeck 6927.
BC	Building Centre. 23, Maddox Street, W.1.	Mayfair 2128.
BDA	British Door Association, Shobnall Road, Burton-on-Trent.	Burton-on-Trent 3350.
BIAE	British Institute of Adult Education. 29, Tavistock Square, W.C.1.	Euston 5385.
BINC	Building Industries National Council. 110, Bickenhall Mansions, W.1.	Welbeck 3335.
BOE	Board of Education. Belgrave Square, S.W.1.	Sloane 4522.
BOT	Board of Trade. Millbank, S.W.1.	Whitehall 5140.
BRS	Building Research Station. Bucknalls Lane, Watford.	Garston 2246.
BSA	British Steelwork Association. 11, Tothill Street, S.W.1.	Whitehall 5073.
BSI	British Standards Institution. 28, Victoria Street, S.W.1.	Abbey 3333.
CCA	Cement and Concrete Association. 52, Grosvenor Gardens, S.W.1.	Sloane 5255.
CEMA	Council for the Encouragement of Music and the Arts. 9, Belgrave Square, S.W. 1.	Sloane 0421.
CPRE	Council for the Preservation of Rural England. 4, Hobart Place, S.W.	Sloane 4280.
CSI	Chartered Surveyors' Institution. 12, Great George Street, S.W.1.	Whitehall 5322.
DIA	Design and Industries Association. Central Institute of Art and Design, National Gallery, W.C.2.	Whitehall 7618.
DOT	Department of Overseas Trade. Dolphin Square, S.W.1.	Victoria 4477
EJMA	English Joinery Manufacturers Association (Incorporated), Sackville House, 40, Piccadilly, W.1.	Regent 4448.
FMB	Federation of Master Builders. 23, Compton Terrace, Upper Street, N.1.	Canonbury 2041.
GG	Georgian Group. 55, Great Ormond Street, W.C.1.	Holborn 2664.
HC	Housing Centre. 13, Suffolk Street, Pall Mall, S.W.1.	Whitehall 2881.
IAAS	Incorporated Association of Architects and Surveyors. 75, Eaton Place, S.W.1.	Sloane 3158.
ICE	Institution of Civil Engineers. Great George Street, S.W.1.	Whitehall 4577.
IEE	Institution of Electrical Engineers, Savoy Place, W.C.2.	Temple Bar 7676.
IOB	Institute of Builders. 48, Bedford Square, W.C.1.	Museum 7197.
IRA	Institute of Registered Architects. 47, Victoria Street, S.W.1.	Abbey 6172.
ISE	Institution of Structural Engineers. 11, Upper Belgrave Street, S.W.1.	Sloane 7128-29.
ISPH	Committee for the Industrial and Scientific Provision of Housing. 1, Old Burlington Street, W.1.	
LIDC	Lead Industries Development Council. Rex House, King William Street, E.C.4.	Mansion House 2855.
LMBA	London Master Builders' Association. 47, Bedford Square, W.C.1.	Museum 3767.
MARS	Modern Architectural Research. 8, Clarges Street, W.1.	Grosvenor 2652.
MOA	Ministry of Agriculture and Fisheries, 55, Whitehall, S.W.1.	Whitehall 3400.
MOH	Ministry of Health. Whitehall, S.W.1.	Whitehall 4300.
MOI	Ministry of Information. Malet Street, W.C.1.	Euston 4321.
MOLNS	Ministry of Labour and National Service. St. James' Square, S.W.1.	Whitehall 6200.
MOS	Ministry of Supply. Shell Mex House, Victoria Embankment, W.C.	Gerrard 6933.
MOT	Ministry of Transport. Berkeley Square House, Berkeley Square, W.1.	Abbey 7711.
MOTCP	Ministry of Town and Country Planning. 32-33, St. James's Square, S.W.1.	Whitehall 8411.
MOW	Ministry of Works. Lambeth Bridge House, S.E.1.	Reliance 7611.
NBR	National Buildings Record. 66, Portland Place, W.1. All Souls' College, Oxford.	Welbeck 1881. Oxford 48809.
NFBTE	National Federation of Building Trades Employers. 82, New Cavendish Street, W.1.	Langham 4041.
NFBTO	National Federation of Building Trades Operatives. 9, Rugby Chambers, Rugby Street, W.C.1.	Holborn 2770.
NT	National Trust for Places of Historic Interest or Natural Beauty. 7, Buckingham Palace Gardens, S.W.1.	Sloane 5808.
PEP	Political and Economic Planning. 16, Queen Anne's Gate, S.W.1.	Whitehall 7245.
PWB	Post War Building, Directorate of. Ministry of Works, Lambeth Bridge House S.E.1.	Reliance 7611.
RC	Reconstruction Committee RIBA. 66, Portland Place, W.1.	Welbeck 6927.
RCA	Reinforced Concrete Association. 91, Petty France, S.W.1.	Whitehall 9936.
RIBA	Royal Institute of British Architects. 66, Portland Place, W.1.	Welbeck 5721.
RS	Royal Society. Burlington House, Piccadilly, W.1.	Regent 3335.
RSA	Royal Society of Arts. 6, John Adam Street, W.C.2.	Temple Bar 8274.
SPAB	Society for the Protection of Ancient Buildings. 55, Great Ormond Street, W.C.1.	Holborn 2646.
TCPA	Town and Country Planning Association. 13, Suffolk Street, S.W.1.	Whitehall 2881.
TDA	Timber Development Association. 75, Cannon Street, E.C.4.	City 6147.
TPI	Town Planning Institute. 11, Arundel Street, Strand, W.C.2.	Temple Bar 4985.

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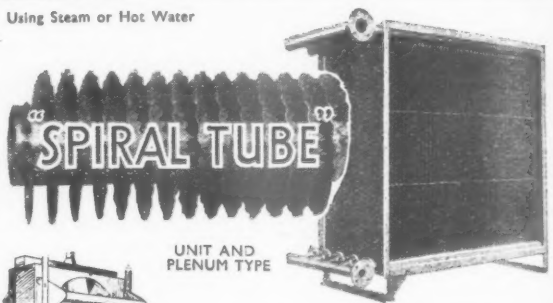
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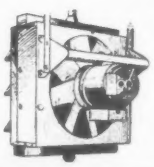
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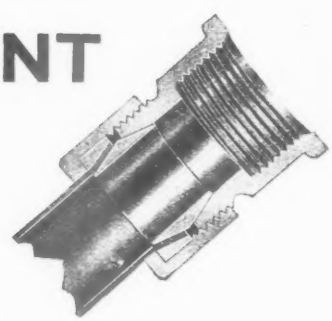
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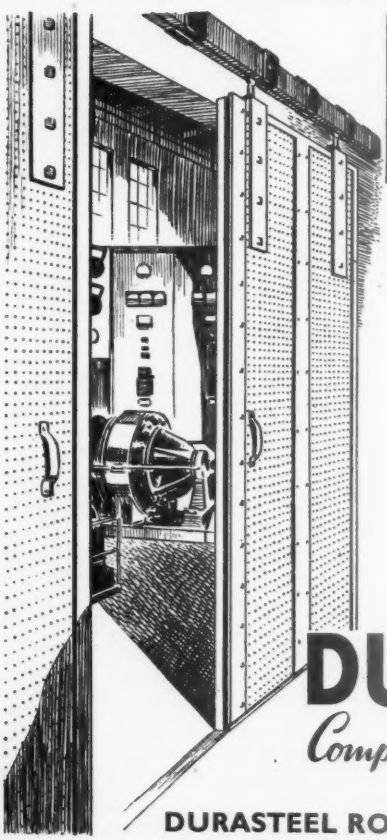
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Alphabetical Index to Advertisers

	PAGE
Accrington Brick & Tile Co., Ltd.	———
Adams, Robert (Victor), Ltd.	ii
Aga Heat Ltd.	vi
Airscrew Co Ltd., The	viii
Allied Paints & Chemicals, Ltd.	———
Anderson, C. F., & Son, Ltd.	xvi
Anderson, D., & Son, Ltd.	———
Ardor Insulation Co., Ltd.	———
Arens Controls, Ltd.	xxx
Ashwell & Nesbit Ltd.	xxviii
Bakelite Ltd.	———
Benham & Sons, Ltd.	———
Benjamin Electric Ltd., The	xiii
Birmetals Ltd.	———
Braithwaite & Co., Engineers, Ltd.	xxx
Bratt Colbran, Ltd.	———
British Trane Co., Ltd.	xiv
Broad & Co. Ltd.	v
Broadcast Relay Service, Ltd.	———
Brockhouse Heater Co. Ltd.	xxxii
Brush Electrical Engineering Co. Ltd.	ix
Burn Bros. (London) Ltd.	———
Cable Makers' Association	———
Cellactite & British Uralite Ltd.	xii
Cellon Ltd.	vii
Celotex Ltd.	xxi
Cheetham, H. & Co., Ltd.	———
Copper Development Association	———
Crabtree, J. A., & Co., Ltd.	———
Davidson, C., & Sons, Ltd.	xv
Drynamels, Ltd.	———
Durasteel Roofs Ltd.	iv
Electrolux Ltd.	xxii
Elgood, E. J., Ltd.	xxxiii
Ellison, George, Ltd.	xxx
En-Tout-Cas Co. Ltd.	xxxi
Esavian Ltd.	———
Esse Cooker Co., The	xxxi
Etchells, Congdon & Muir, Ltd.	———
Expandite Products Ltd.	———
Flexo Plywood Industries, Ltd.	———
Foyles	———
General Cable Manufacturing Co., Ltd.	———
Good Housekeeping Institute	xi
Gray, J. W., & Son, Ltd.	xxx
Greenwood's & Airvac Ventilating Co., Ltd.	———
Gypsum Building Products Association, The	iii
Haden, G. N. & Sons, Ltd.	———
Haywards Ltd.	xviii
Head, Wrightson & Co., Ltd.	xxxi
Helliwell & Co., Ltd.	xxxiii
Henleys Telegraph Works Co., Ltd.	———
Hopton-Wood Stone Firms, Ltd., The	———
I.C.I. (Metals), Ltd.	———
Ilford Ltd.	———
International Correspondence Schools Ltd.	———
Interoven Stove Co. Ltd.	xxxii
Invisible Panel Warming Association	———
Jenkins, Robert, & Co., Ltd.	———
Kerner-Greenwood & Co., Ltd.	xxv
Ketton Portland Cement Co. Ltd.	xxxiii
Laing, John, & Son, Ltd.	———
Lamont, James H. & Co., Ltd.	ii
Lancashire Dynamo & Crypto Ltd.	xxx
Leaderflush Ltd.	———
Limmer & Trinidad Lake Asphalte Co., Ltd.	———
London Brick Company, Ltd.	———
McCall & Co. (Sheffield), Ltd.	viii
Magnet Joinery	———
Main, R. & A., Ltd.	xx
Matthews & Yates Ltd.	———
Metropolitan Plywood Co.	———
Mills Scaffold Co., Ltd.	xxxiv
Milners Safe Co., Ltd.	xxvi
Morris, Herbert Ltd.	———
Newsum, H., Sons & Co., Ltd.	———
North Wales Slate Quarries Assoc.	———
Oliver, Wm. & Sons, Ltd.	xxii
Parsons, C. H., Ltd.	———
Petters Ltd.	xviii
P.I.M. Board Co. Ltd. & T.T. Trading Co., Ltd.	xxiii
Prodorite Ltd.	———
Pyrene Co., Ltd., The	———
Rapid Floor Co. Ltd.	xiv
Rawlplug Co. Ltd., The	xxvi
Reynolds Tube Co. Ltd. & Reynolds Rolling Mills Ltd.	———
Ross, S. Grahame Ltd.	———
Rownson, Drew & Clydesdale Ltd.	xxix
Ruberoid Co., Ltd.	———
Rubery Owen & Co., Ltd.	———
Rustproof Metal Window Co., Ltd.	———
Sankey, J. H., & Son, Ltd.	vi
Sankey, Joseph & Sons, Ltd.	x
Scaffolding (Great Britain), Ltd.	xxiv
Sharman, R. W.	xxx
Smith & Rodger Ltd.	xxxiii
Smith's English Clocks, Ltd.	———
Spiral Tube & Components Co. Ltd.	ii
Standard Range & Foundry Co., Ltd.	———
Stelcon (Industrial Floors) Ltd.	xvii
Taylor, Woodrow Construction, Ltd.	xxxii
Tentest Fibre Board Co., Ltd.	———
Thompson Beacon Windows, Ltd., John	———
Thornton, A. G., Ltd.	ii
Tretol Ltd.	———
Troughton & Young, Ltd.	xxvii
Trussed Concrete Steel Co., Ltd.	xxix
Tudor Accumulator Co., Ltd.	———
Turners Asbestos Cement Co., Ltd.	———
Underfeed Stoker Makers' Association	xix
Walker, Crosweller & Co., Ltd.	———
Wood Wool Building Slab Manufacturers' Association	———

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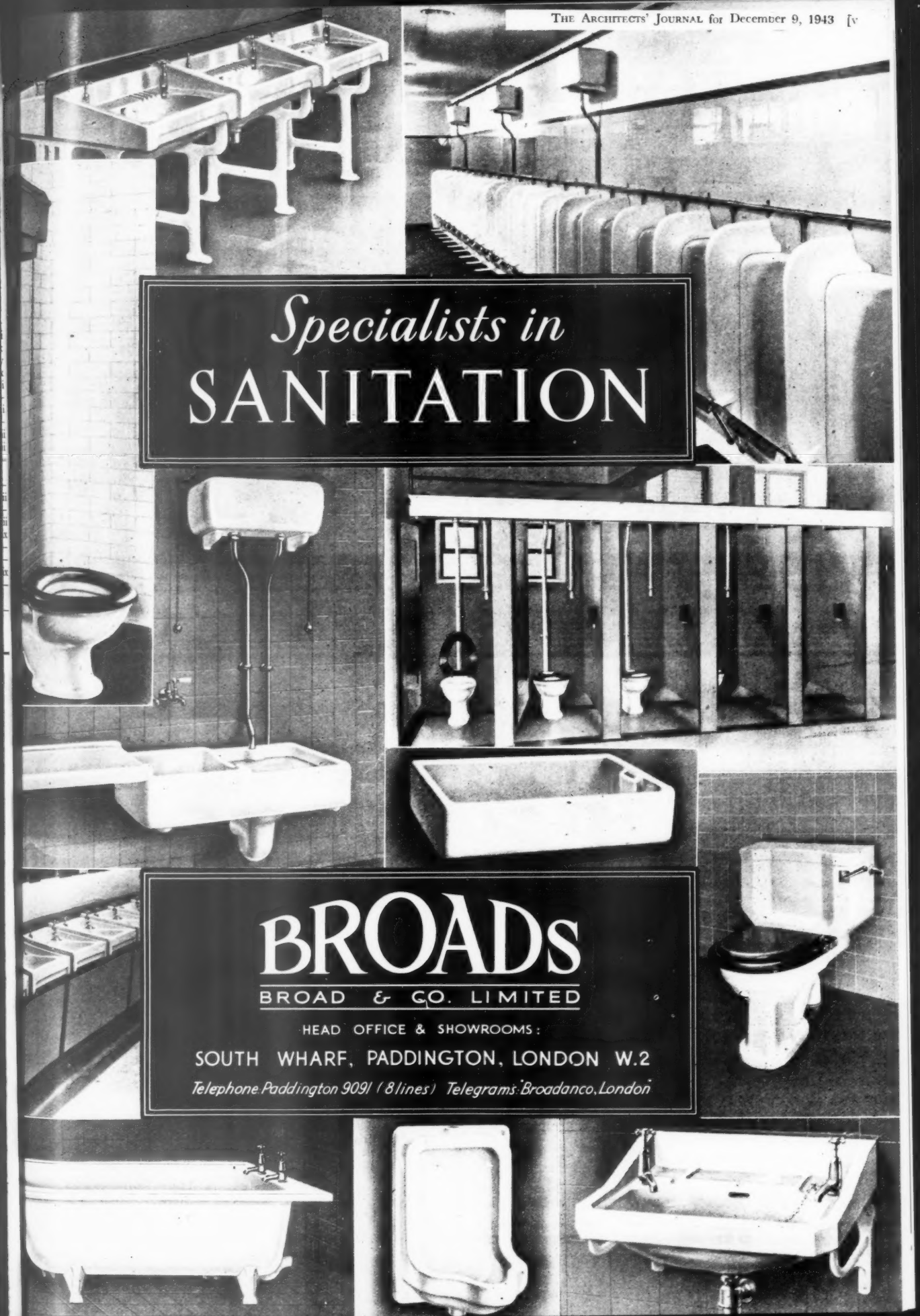
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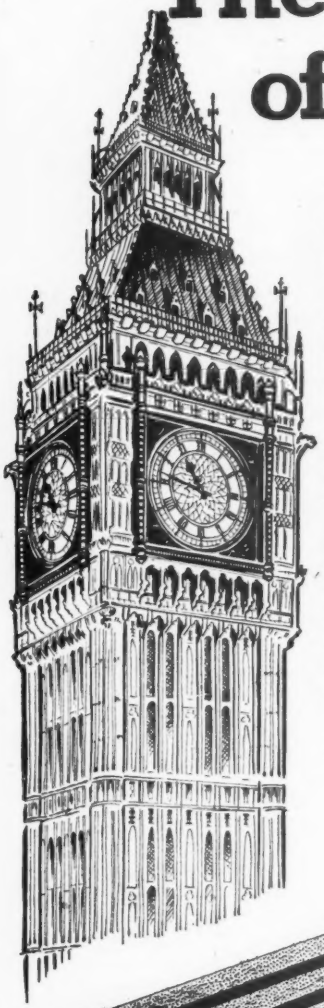
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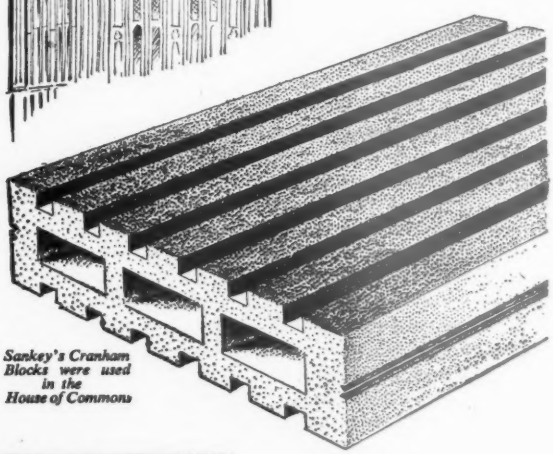

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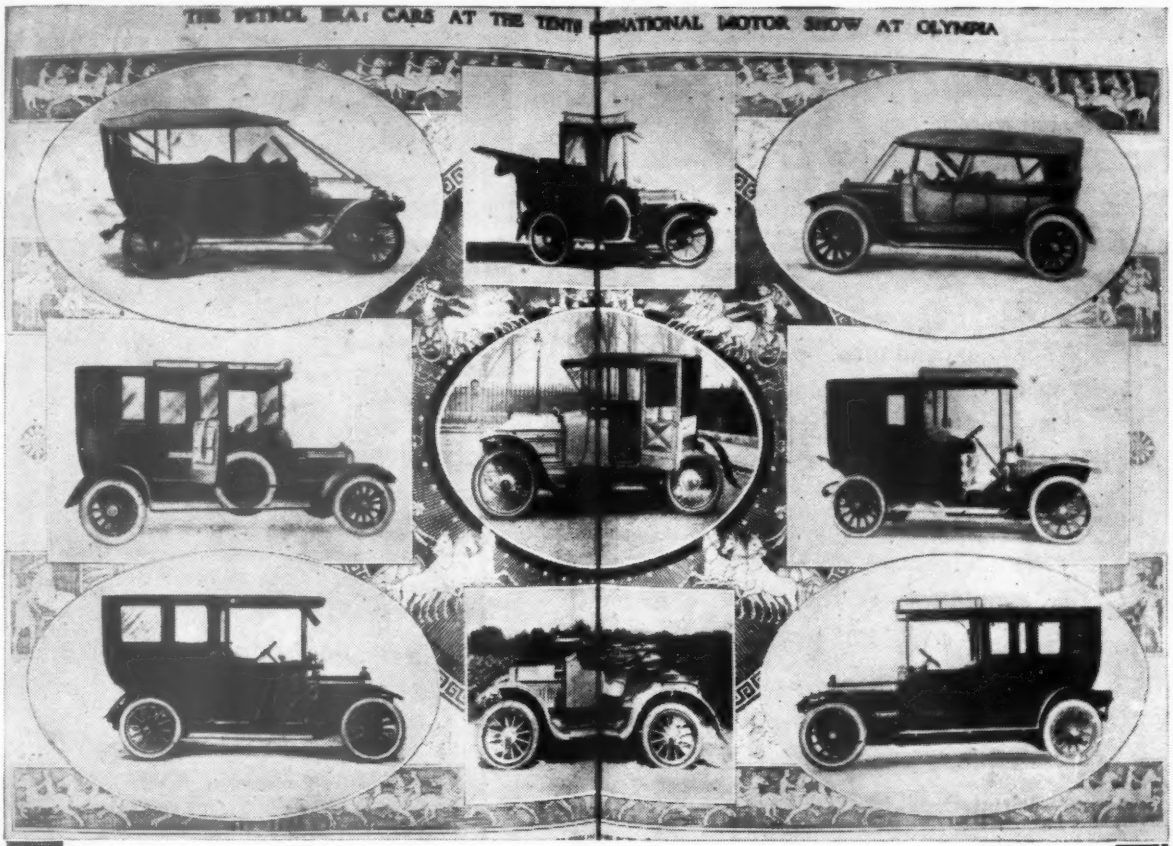
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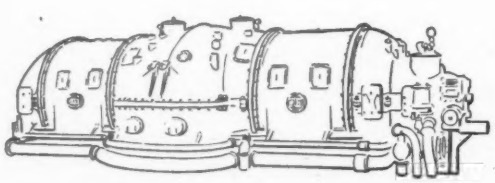
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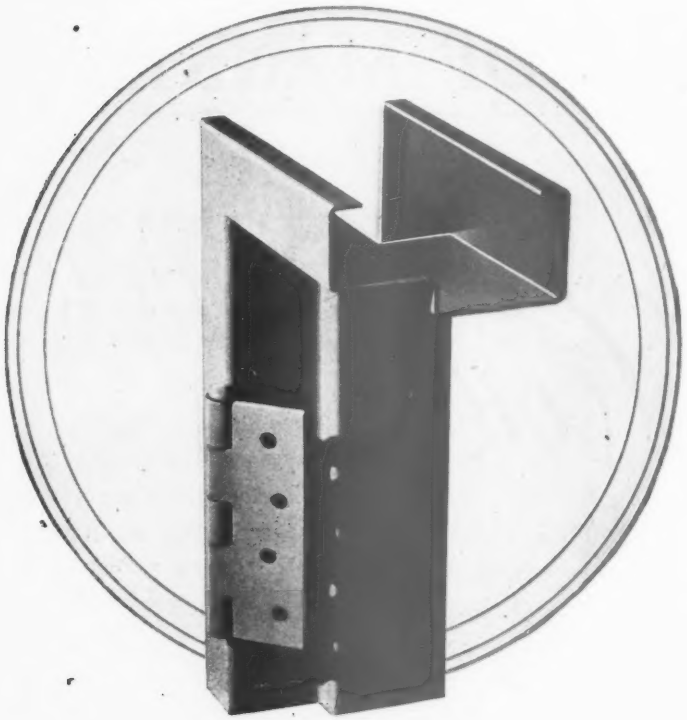
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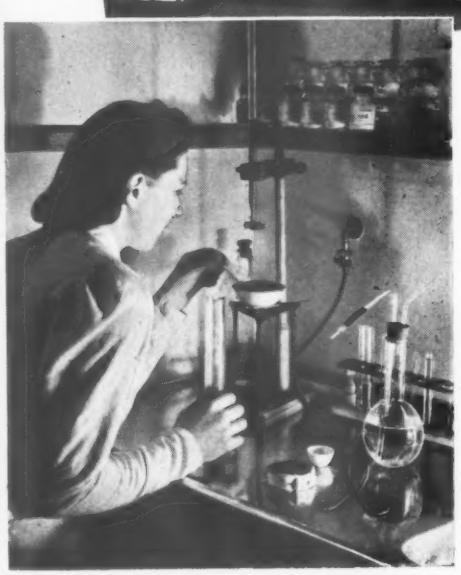
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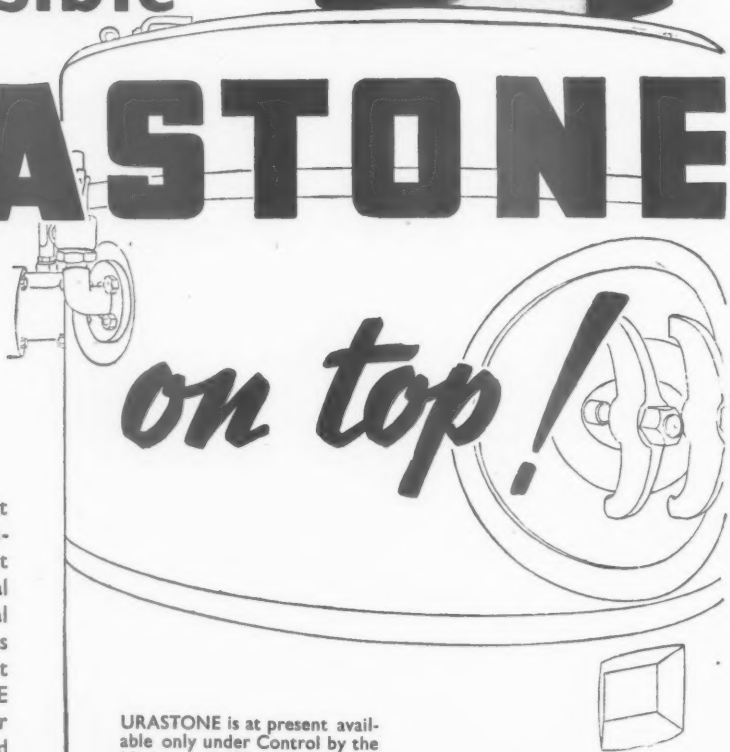
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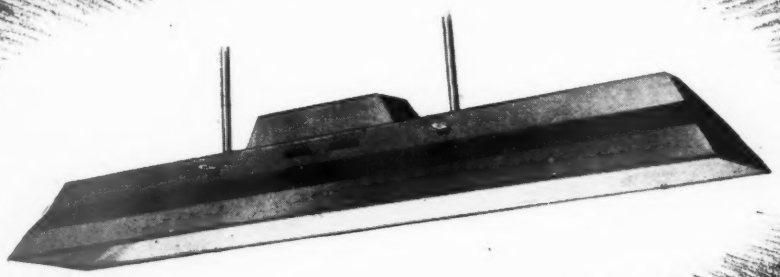


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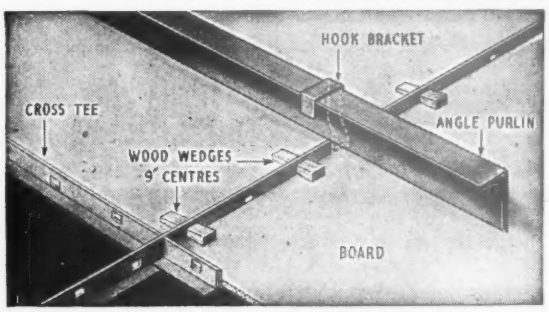
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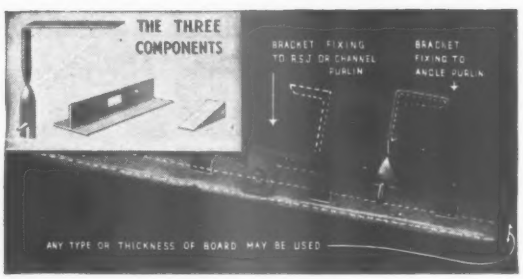
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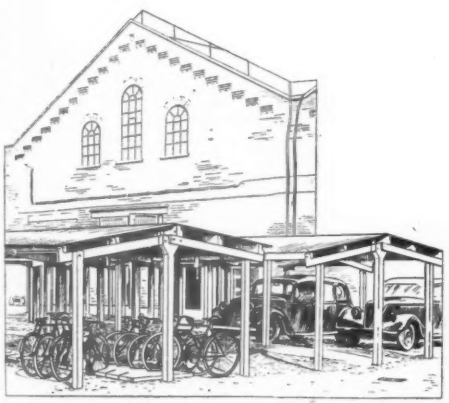
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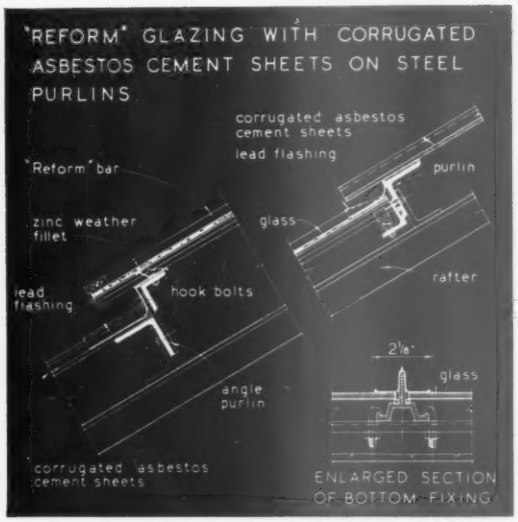
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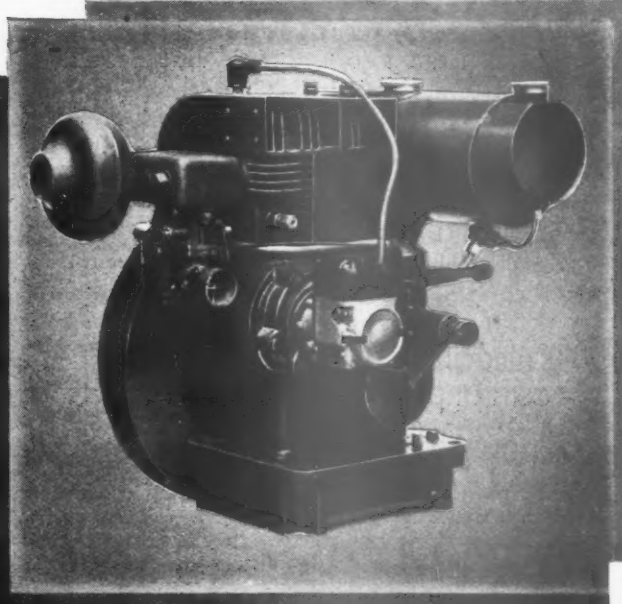




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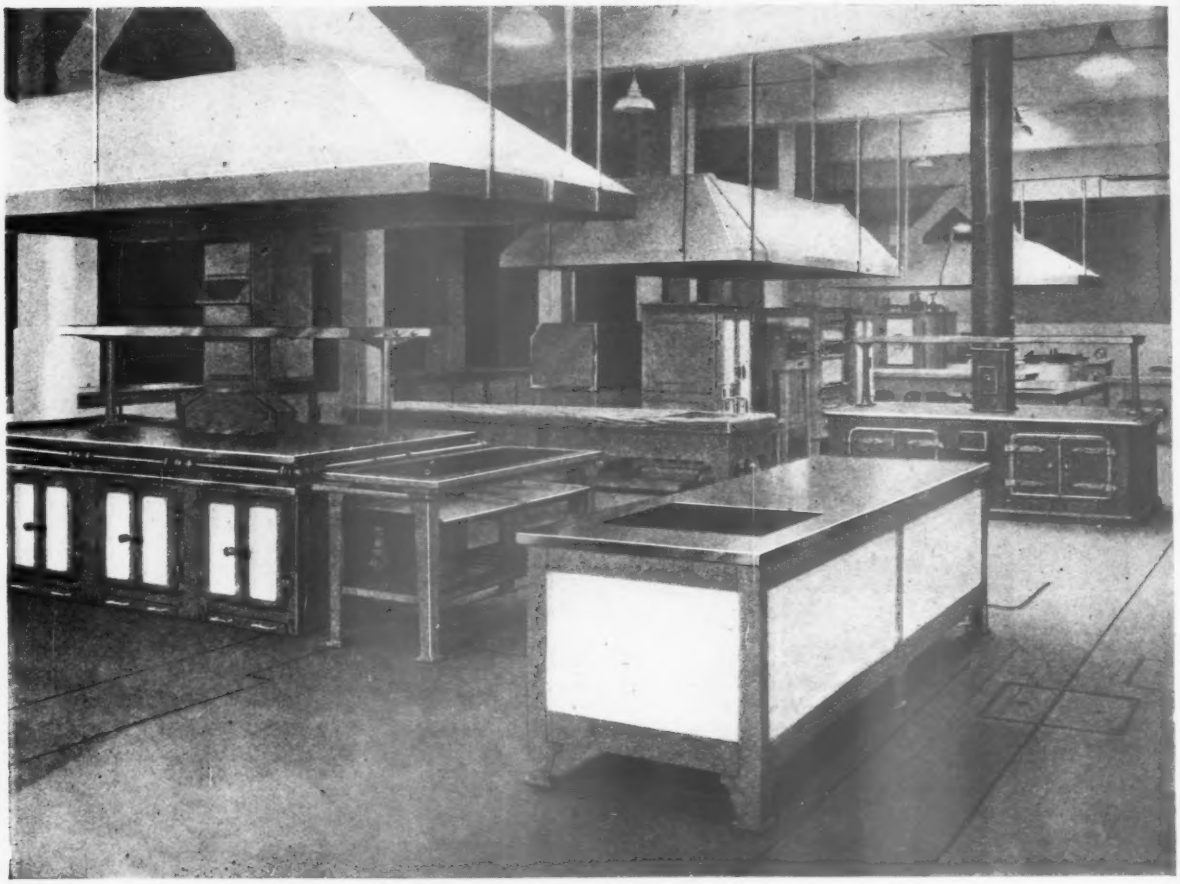
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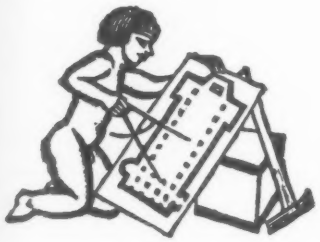
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DIARY FOR DECEMBER, JANUARY AND FEBRUARY

Titles of exhibitions, lectures and papers are printed in italics. In the case of papers and lectures the authors' names come first. Sponsors are represented by their initials as given in the glossary of abbreviations on the front cover.

CARDIFF. *Rebuilding Britain Exhibition.* (Sponsor, RIBA.) DEC. 20-JAN. 17

LONDON. *Institute of Welding Discussion Meetings.* Meetings designed to give opportunities for the informal exchange of practical information on welding. The programme will consist of a short film followed by general discussion, in which questions will be invited. 6 p.m. Dec. 9, Wimbledon Technical College, Gladstone Road, Wimbledon. Dec. 15, Acton Technical College, High Street, Acton. Members of the Institute will be admitted on production of Sessional Card. Non-members are invited to apply for Guest Tickets to the Secretary, Institute of Welding, 2, Buckingham Palace Gardens, S.W.1. (Telephone: Sloane 9851/2). DEC. 9 and 15

When We Build Again Exhibition. At Heal & Son, 196, Tottenham Court Road, W.1. (Sponsor, TCPA, in conjunction with Cadbury Bros.) DEC. 9-18

Exhibition and Working Demonstration of Prefabricated Plumbing and Heating System Units. At Abbott House, 229-231 Regent Street, W.1. 10 a.m. to 4.30 p.m. daily, excluding Sunday. (Sponsors, W. N. Froy & Sons, Ltd.) DEC. 9-15

A. C. Bossom, M.P. *Women and Post-war Building.* At the Institution of Electrical Engineers, Victoria Embankment, W.C.2. 3 p.m. (Sponsor, Electrical Associations for Women.) DEC. 10

CPRE Annual General Meeting. At Chartered Surveyors' Institution, 12, Great George Street, S.W.1. Chairman, Professor Patrick Abercrombie. The Rt. Hon. W. S. Morrison, Minister of TCP, and Dr. Dexter M. Keezer, Member of the Commission for Economic Affairs, U.S.A. Embassy, will address the meeting. 11.30 a.m. DEC. 10

Sir Reginald Rowe, on *The Housing Reformation.* At the Housing Centre, 13, Suffolk Street, S.W.1. 1.15 p.m. (Sponsor, HC.) DEC. 14

Motorways for Britain Exhibition. At 22, Lower Regent Street, W.1. (Sponsor, British Road Federation.) Sir William Rootes, K.B.E., will open the exhibition. It has been designed by G. A. Jellicoe, President of the Institute of Landscape Architects. DEC. 9-24

Film Evening. Films selected by Paul Rotha, who will give an informal talk. At 34-36, Bedford Square, W.C.1. 6 p.m. (Sponsor AA). Postponed until March 14.

Sir Eric Macfadyen. *A Business Man Looks at Planning.* At Abercorn Rooms, Great Eastern Hotel. Chairman, Sir Montague Barlow. 12.30 p.m. DEC. 15

Domestic Refrigeration. Discussion. At Institution of Mechanical Engineers, Storeys Gate, St. James's Park, S.W.1. Chief Speakers, Miss Caroline Haslett, C.B.E., for the consumer and E. G. Batt for the manufacturer. (Sponsor, British Association of Refrigeration). 5.30 p.m. DEC. 16

Leslie Hardern, on *Refrigerators for the Small House.* At the Housing Centre, 13, Suffolk Street, S.W.1. 1.15 p.m. (Sponsor, HC.) DEC. 21

Alastair Morton, on *Good Design in the Textile Trade.* At Royal Society, Burlington House, Piccadilly, W. Buffet lunch 2/6 from 12.45 to 1.30 p.m. Talk and discussion 1.30 to 2.30 p.m. (Sponsor DIA) JAN. 4

Miss J. Tyrwhitt, on *Adapting Wartime Sites for Post-war Industry.* At the Housing Centre, 13, Suffolk Street, S.W.1. 1.15 p.m. (Sponsor, HC.) JAN. 4

Science in the Art of Lighting. Discussion at a joint meeting of the RIBA and the IES. The subject will be introduced by R. O. Ackerley, Past-President of the IES, and A. G. Macdonald, F.R.I.B.A., Chairman of the Architectural Science Board of the RIBA. At 66, Portland Place, W.1. 5.30 p.m. (Sponsors, RIBA and IES.) JAN. 18

Henry Berry, chairman, Metropolitan Water Board. *London's Water Supply.* At Royal Society of Arts, John Adam Street, Adelphi, W.C.2. Chairman, Viscount Falmouth. President, Conjoint Conference of Public Utilities. 1.45 p.m. JAN. 19

John Gloag, *The Selling Power of Good Industrial Design.* At Royal Society, Burlington House, Piccadilly, W. Buffet lunch 2/6 from 12.45 to 1.30 p.m. Talk and discussion, 1.30 to 2.30 p.m. (Sponsor DIA) FEB. 2

LYNESS, ORKNEY. *Twenty Women at Home Exhibition.* (Sponsor, HC.) DEC. 9-12

SWANSEA. *Rebuilding Britain Exhibition.* (Sponsor, RIBA.) DEC. 9-11

WEST HAM. *When We Build Again Exhibition.* (Sponsor, TCPA.) JAN. 8
TCPA Conference. JAN. 15

NEWS

THURSDAY, DECEMBER 9, 1943
No. 2550. VOL. 98

News 419
Sir Ian MacAlister 420
This Week's Leading Article .. 421
Astragal's Notes and Topics .. 422
Letters from Readers 423
Information Sheet *facing page* 424
Glass: No. 3 (919)
Physical Planning: 18 425
City Plan, by N. J. Aslan .. 429
Information Centre 433
Societies and Institutions .. 434

Though no feature in the JOURNAL *is without value for someone, there are often good reasons why certain news calls for special emphasis. The* JOURNAL's *starring system is designed to give this emphasis, but without prejudice to the unstarred items which are often no less important.*

★ *means spare a second for this it will probably be worth it.*

★★ *means important news, for reasons which may or may not be obvious.*

Any feature marked with more than two stars is very big building news indeed.

Under a new Order by MOW SAND AND GRAVEL PRODUCERS ARE TO RENDER NEW RETURNS.

Producers of sand and gravel, including shingle and ballast, are required under the Order (S.R. & O. 1943, No. 1586, H.M.S.O. 1d.) to make a return by December 1 of all pits, quarries and other places where these materials are extracted or landed, and thereafter to furnish particulars as to output each quarter. Returns have to be made to the Director of Roofing and Other Materials, Ministry of Works, Lambeth Bridge House, Albert Embankment, London, S.E.1., from whom the necessary form can be obtained. Sand and gravel are used in large quantities for the Government war building programme. The bulk of the material has to be delivered by road, and the information rendered under the Order will enable the Ministry to arrange supplies in such a way as to reduce transport to a minimum.

Mr. Will Melland has been elected PRESIDENT OF THE NATIONAL SMOKE ABATEMENT SOCIETY.

Mr. Melland, formerly an Alderman of the Manchester City Council, has been closely associated with the smoke abatement movement for nearly thirty years, and was Chairman and Hon Treasurer of the former Smoke Abatement League of Great Britain, and Hon. Treasurer of the present Society up to now. Sir Lawrence Chubb has been elected Hon. Treasurer in place of Mr. Melland.



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BRANCHES AND DEPOTS THROUGHOUT THE COUNTRY

from AN ARCHITECT'S *Commonplace Book*

A FOREIGNER ON LONDON. [*From* Letters from England, *by Karel Capek.* (Geoffrey Bles)]. The London streets are just a gulley through which life flows to get home. In the streets people do not live, stare, talk, stand or sit; they merely rush through the streets. Here the street is not the most interesting of places, where a thousandfold spectacle meets your gaze, and where a thousand adventures address themselves to you; a place where people whistle or scuffle, bawl, flirt, rest, poetize or philosophize, and enjoy life and indulge in jokes or politics and band themselves together in twos, in threes, in families, in throngs, or in revolutions. In our country, in Italy, in France, the street is a sort of large tavern or public garden, a village green, a meeting-place, a playground and theatre, an extension of home and doorstep; here it is something which belongs to nobody, and which does not bring anyone closer to his fellows; here you do not meet with people, and things, but merely avoid them. . . . The poetry of the English home exists at the expense of the English street which is devoid of poetry. And here no revolutionary throngs will ever march through the streets, because these streets are too long. And also too dull.

A luncheon was given last week by the Incorporated Association of Architects and Surveyors to the BRITISH BUILDING MISSION, which has just returned from the U.S.A. Among the guests were Lord Woolton, Mr. W. S. Morrison, and Mr. Ernest Brown and Mr. Alfred Bossom, leader of the Building Mission, who said that, in addition to four or five million homes, 20 per cent. more school buildings would be needed after the war. He thought that women should be brought in to help in the construction of new homes. Of the new homes, 75 per cent. could be made in factories. He had seen some of the finest structures ever built in America, built by prefabrication processes. He urged that the building industry should come entirely under the control of one Ministry, possibly the Ministry of Works.

The Minister of Town and Country Planning, Mr. W. S. Morrison, was the guest at a LUNCHEON GIVEN BY THE NATIONAL FEDERATION OF BUILDING TRADES EMPLOYERS at the Savoy Hotel last week. Mr. Morrison said: Planning is the task of sorting out the various claims of using land. For a time, after the war, there will be a need for a system of priorities and therefore of controls. I hope that when scarcity disappears, control will also disappear. Control of the use of land, however, must be a permanent feature. . . . There will be a place for both houses and flats, for we shall have to distinguish between what is desirable and what is practicable. If we must have flats, let us have good flats. Much of the feeling against flats would disappear if we could have proper sound-proof construction.

The Government of Northern Ireland is to erect 750 SUBSIDIZED HOUSES IN ULSTER. Sir Basil Brooks, the Prime Minister, says: "The Government of Northern Ireland has received approval from the Imperial Government to proceed immediately with the erection of 750 houses on terms which involve the payment of a subsidy of £390. This number is not based on an arithmetical comparison with houses authorised in England and Wales or in Scotland. There is an assurance that the Imperial Authorities will give sympathetic consideration to the matter of leeway in order that we may attain equality of standard with the rest of the United Kingdom. It is now incumbent on our local authorities to get ahead with their planning schemes in conjunction with their planning officers. After the last war there was a housing problem lasting for years; let us see to it that after this war it will be only a matter of months before we begin to give our working people what they deserve."

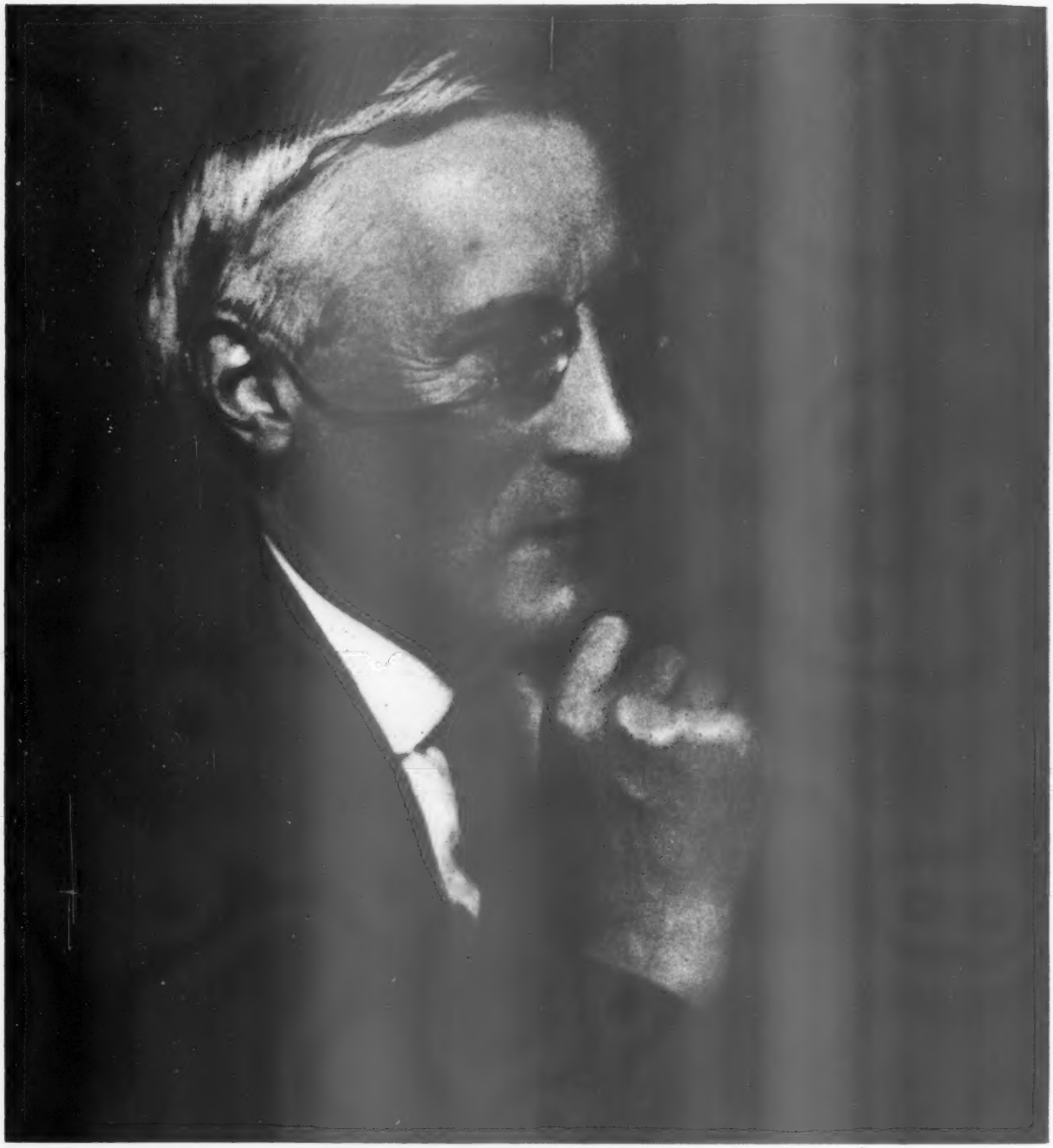
A Soviet decree specifies in detail the RESTORATION WORK IN THE LIBERATED RUSSIAN TERRITORIES to be carried out this year. In the Smolensk region 22,000 cottages for farmers and 10,000 flats in the towns are to be built, and tractor-stations, factories, baths, hospitals, shops, libraries and cinemas are to be restored or rebuilt. Under this decree the building of 13 new factories for prefabricated housing materials is stated to have begun. New works are to be set up for producing building materials, and new quarries are to be opened. All have to be completed this year. Large quantities of timber are also being requisitioned.

Sir Edward Campbell, M.P., has been appointed PARLIAMENTARY PRIVATE SECRETARY TO THE MINISTER OF HEALTH, Mr. Henry Willink. Sir Edward was for twelve years Parliamentary Private Secretary to the late Sir Kingsley Wood, whom he followed in all his Ministerial transfers: Postmaster-General, Ministry of Health, Air Ministry, Lord Privy Seal, and the Treasury.

The Ministry of Home Affairs, Northern Ireland, is to build EXPERIMENTAL HOUSES AT BELFAST. The Minister has had requests from several individuals and firms to be given facilities for the erection of various types of houses, with a view to testing out under actual conditions new methods of construction likely to speed up or cheapen house-building after the war. The Minister states that he considers experiments of this kind would be most useful, and, where it is specified that the proposed houses conform to certain minimum standards



A model at the When We Build Again *Exhibition at Heal's sponsored by the TCPA and Cadbury Bros. opened last week by Sir William Beveridge (see page 435). It shows a new technique of model-making, which is composed of coloured pieces of rubber on canvas. The whole model can be folded up into a small size and is therefore invaluable both for military purposes and for travelling exhibitions. The model was executed by Lt.-Col. D. D. Haskard of the Defence Research Studio and was designed by J. Schreiner.*



Sir Ian MacAlister

At the end of this month Sir Ian MacAlister, Secretary of the RIBA, is retiring after thirty-five years service. He will be succeeded by Mr. C. D. Spragg, the Assistant Secretary, who will carry on until the end of the war. Sir Ian was appointed Secretary when the late William J. Locke retired in 1908 following his rising success as a novelist. Born in Liverpool sixty-five years ago the son of the late Sir John MacAlister, who was Secretary of the Royal Society of Medicine, he was educated at St. Paul's School and went from there with a modern history exhibition to Merton College, Oxford. He was from 1902 to 1904 aide-de-camp to Major-General The Earl of Dundonald, General Officer Commanding the Canadian Army. When Sir Ian became Secretary the RIBA had a membership of 2,194, and an annual income of £10,530. It had 21 Architectural Societies at home and overseas in " alliance " with it. To-day it has a membership of 9,275, its Allied Societies and Chapters number no less than 109, including 34 in every part of the Empire overseas, its members, students, probationers, and members of allied societies number some 23,000 and its annual income before the present war amounted to £47,000. During his 35 years of devoted service Sir Ian has been instrumental in bringing about such great benefits to the profession as the institution of the Board of Architectural Education, the registration of architects, and the move from the old premises in Conduit Street to the new building in Portland Place. He was knighted in 1934, the centenary year of the RIBA. A letter from a member of the Institute summing up the great achievements of Sir Ian's Secretaryship is published on page 423.

suggested by the Housing Committee of the Planning Advisory Board, and where he is also satisfied that the proposals do really involve new methods or materials which show reasonable promise of achieving good results cheaper or more quickly than those in ordinary houses, he is prepared to sanction them. Owing to shortage of building materials, only a limited number of experimental houses is contemplated. The Ministry propose to allow no more than six pairs to be built. Firms or individuals are asked to submit plans and specifications to the Ministry, whose technical officers will select the six most promising schemes for erection in consultation with the Housing Committee of the Planning Advisory Board. Arrangements have been completed with the Belfast Corporation for a special site on which these experimental houses will be built.

The LCC Housing and Public Health Committee is recommending the acquisition of TWO LONDON SITES FOR POST-WAR HOUSING. The first comprises about 3½ acres adjoining a block of LCC dwellings on the Mermaid Court clearance area, Southwark. The site has been almost cleared of buildings by bombing and the estimated cost of acquisition and clearance of the remaining buildings is £60,000. The second site, of about half an acre, adjoins the Council's Briant housing estate, Lambeth. This has alse been almost cleared by bombing and the estimated cost of purchase and partial development is £10,000.

Lord Rosebery is SELLING PART OF MENTMORE estate, near Leighton Buzzard. About 4,500 acres of the 5,500-acre estate are to be sold. Lord Rosebery will retain the stone mansion, the park, and the two stud farms of Mentmore and Crafton, where many classic winners have been bred, including Blue Peter, winner of the last pre-war Derby. The Home Farm and the cottages at Mentmore, which accommodate his staff, and Ledburn Manor, the resident agent's house, are to be kept. Lord Rosebery is also to sell three licensed houses: the Stag Inn at Mentmore, the Hare and Hounds at Ledburn, and the Rosebery Arms at Cheddington.

Rickmansworth Urban District Council is asking the LCC and the Hertfordshire County Council to contribute half the cost TO BUY RICKMANSWORTH COMMON MOOR from Gonville and Caius College, Cambridge.

Pupil of Mr. Edward Barry, son of Sir Charles Barry, the architect. MR. CHARLES J. MARSHALL died at Cheam last Saturday, aged 84. Two years ago, Mr. Marshall, rummaging among old papers for salvage, found about 100 original drawings made by Sir Charles Barry more than 60 years ago for work on the Palace of Westminster.

CITY PLAN

MR. ASLAN'S plan for the City, illustrated elsewhere in this issue, is the second so far published, the first being the Royal Academy plan which included proposals for the City as part of their plan for the central London area. This new plan for the City needs to be studied in conjunction with the plan for central London by the same author (A.J., Oct 8th, 1942.)

The ideas underlying both Mr. Aslan's plans are the same: respect for existing localities; retention and improvement of the existing street network by means of re-designed road junctions and, where necessary, the construction of new routes; the provision of additional fast traffic routes to drain through traffic away from highly developed central areas. The two plans are arranged to dovetail into each other and a portion of the ring road of last year's plan appears in the City plan (see page 431).

The present proposals for the City differ somewhat from tentative suggestions put forward as part of the plan for London as a whole, and the alterations are an improvement.

The main alteration is in the treatment of the area round St. Paul's. This was originally laid out as a *grande place* with St. Paul's as centre of the City's major roundabout. In the new plan an attempt has been made to divert through traffic from the immediate neighbourhood of the Cathedral. St. Paul's bridge and a new approach road to the Cathedral from the south are common to both plans, but this time traffic crossing the bridge is not to be allowed further north than Queen Victoria Street. An alternative route for North-South traffic is provided in the form of a tunnel under the river with an entrance from Aldersgate (junction with Barbican) in order to reduce the volume of traffic past the east end of the Cathedral. It is also suggested that the north side of St. Paul's Churchyard might remain closed to traffic as it is at present, notwithstanding the greater symmetry of the new layout. But when all is said and done St. Paul's remains separated from areas which naturally form part of the Cathedral precinct on the east, south, and south-west, by a stream, albeit a smaller stream, of traffic from Aldersgate, Cheapside, and Cannon Street, wishing to proceed west via Ludgate Hill. The Cathedral is still ringed round by roads.

Another outstanding problem of City planning also remains unsolved, for it is no solution of the Bank, Mansion House muddle to plant a roundabout in the centre of this nine-way crossing. All roads lead to the Bank because the Bank is the centre of City business. As such it should cease to be what it has unfortunately become, the main distributing point for City traffic. Admittedly this is a very difficult problem to solve, but, all the same, it requires a solution. Neither the two East-West relief roads, nor the three North-South tunnels (see plan page 431) will prevent traffic which wishes to pass diagonally through the City from gravitating

towards the Bank. This diagonal traffic must represent a considerable proportion of the total volume of traffic at present using this route.

This new City plan, like Mr. Aslan's other plan, is primarily a road plan. What happens between the roads depends on what the owners of land, individually or collectively, decide to do there. It is suggested, however, that a system of height zoning should be worked out, and that this might permit an average height of eight storeys, with a maximum of ten storeys adjoining open spaces, or by the river. Appalling thought!—not the ten storeys but the approximation to uniformity.

Apart from Mr. Aslan's suggested relief roads, the Academy's grandiose proposals for the Mansion House area, and differences in the treatment round St. Paul's, the two plans for the City so far published are very similar (for RA plan see AJ, October 22, 1942) and while they have interesting points we feel they both shirk the main issue, the redevelopment of the space between traffic lanes, which alone will make the City a better place to be in.



The Architects' Journal

War Address: 45, The Avenue, Cheam, Surrey
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NOTES & TOPICS

THE GOVERNMENT DEBATE

Things seem to be moving. The JOURNAL's leader of November 25 put forward a policy which clearly has the support to a great extent of Mr. Oliver Lyttelton, the Minister of Production, for when he wound up the debate on the Gracious Speech in the House last week, not only did he foreshadow a war-time building programme of an emergency, temporary character, but he even developed some of the detailed reasoning of the JOURNAL's leader.

*

Further information gleaned from Mr. Lyttelton's summary is that MOW is to be the technical department to which MOH and the Scottish office will look regarding plans, designs, specifications, materials and the technique of construction and costs of houses. MOH and the Scottish office will still be the mentors of the local authorities, however. The question is: How will this change help to get houses quickly? There is still plenty of scope for inter-departmental wrangling between MOH and MOW, for MOH will, presumably, still lay down minimum health standards for housing. And what about by-laws? These are made by local authorities, who "will look solely to MOH."

*

Perhaps the best move now would be for MOW, through the Standards Committee, to attempt to standardize by-laws. This could, I suggest, be the outcome of a study of all existing legislation governing building. The investigations of the various research bodies set up by MOW may well have a paralysing effect on many existing penal minima. What guarantee is there, under the new set-up, that the findings, for example, of the 23 study groups of the PWBD will be legalized? MOW has been careful at all stages to avoid entering into any discussion regarding the possibility that these findings, and the resultant British Standard Specifications and Codes of Practice will become law.

*

As for the state of affairs on the Barlow, Scott and Uthwatt fronts, we learn from Mr. Lyttelton that in the main the Government accepts the Uthwatt report on its procedure, but on the acquisition of development sites and the periodic levy on increment of site value, "the Government has not yet made up its mind—(laughter)—and it is not in the least ashamed to say so—(cheers)." The planning aspects of the Scott report have been accepted in the main by the Government. The Barlow front is static, for there was not a mention of this report in the Minister of Production's speech.

*

One of Mr. Lyttelton's points was disturbing, for, though ambiguous, it might have been construed as a forecast that the pace of reconstruction would be limited by the total of national savings. That way madness surely lies. Cut out the financial nonsense, said Mr. Roosevelt. During the war we have done so to a large extent, for in war-time even "Sound Finance" is flouted. But there are still some, apparently, who for one reason or another want us to return to the bad old days when a piece of paper inscribed in a certain way was believed to have some mystical value that was intrinsically worth more than, say, a good square meal.

CHELTENHAM CONFERENCE.

". . . embraceable you . . .
silk and laceable you . . ."

Faintly the words and their thudding accompaniment penetrated the double doors of the Pillar Room—and oh dear what pillars!—in the Cheltenham Town Hall where a planning conference* (sponsored by the TCPA) was being held. Beyond those doors the usual Saturday afternoon tea-dance was in full swing; on this side of them the planners and councillors, the technicians and the experts sat huddled in their overcoats among their plans for the future.

*

Superficially the contrast was both familiar and melancholy—the short-sighted and obstructive older genera-

* See page 434.

tion busy planning for the world to be, while zealous and visionary youth dreams away its afternoons in a haze of Blue Skies, Silver Linings and White Christmases.

*

In fact, this comparison would be unfair. The purpose of the TCPA in organizing these local conferences is not to approach the public direct, but to help and instruct FIRST those who by their positions or responsibilities guide local public opinion — the local or county councillors, teachers, journalists, architects, etc.—and by such meetings to crystallise this semi-informed opinion into a firm policy.

*

Experience has shown that this is a wise method of attack, but it seems a pity that the TCPA—whose secretary at least has never underestimated the powers of publicity—does not (or at least in this case did not) use more imagination in presenting its case to the layman. And in these matters most of us are laymen. A borough engineer, for instance, is not necessarily more receptive to enlightened forms of planning than, say, a dustman, and his mind may need equally dramatic stimulation in order to grasp the wider aspects of the problem. Here, surely was a chance for lively publicity—for tying up the conference with, say, a travelling exhibition from the Housing Centre, a film show, even perhaps a Brains Trust.

*

However, if the atmosphere distilled well-meaning rather than liveliness—(two of the eminent delegates were sound asleep by halfway through the afternoon)—the papers were all well worth listening to. My complaint against the Cheltenham conference is not that the information was dull, depressing or inaccurate, for it certainly was not—nor that the audience was predominantly tired and greyheaded, but that it was a missed opportunity. A little more energy and imagination in the art of presentation would, I feel confident, have aroused a livelier and more enthusiastic response. It might even have kept those two delegates awake.

ASTRAGAL



LETTERS

A Middle Aged Member

Hugh Casson

Sir Ian MacAlister: Changing the Pilot

***The letter below has been received by the Journal from a Member of the RIBA, whose opinion is of value. In view of the importance of its subject matter to all Members of the Institute and indeed, to the future of British architecture, space has been made to print it in full*—Editor, A. J.**

SIR,—Sir Ian MacAlister's retirement is a fundamental event in the life of the RIBA; an event comparable with the absorption of the Society of Architects and the passing of the Architects Registration Act. This should be realized, quite dryly and unemotionally, by all members before warmer and more personal compliments are paid to the Secretary in the coming months. For there is a danger that at the actual moment of retirement of an eminent servant of an eminent society his real stature may be obscured, even reduced, by the grief felt at his going. Few architects to-day can remember a time when Sir Ian was not, to a very real extent, the RIBA. There will be a great void when he has left. And inevitably there will be a very human desire to fill the void quickly, to carry on Sir Ian's policy, to settle down again. Or, equally humanly, there will be a feeling that no one could ever be what Sir Ian has been and that therefore no attempt should be made to find a man to undertake all the duties which he undertook.

Both these attitudes are surely at bottom a very poor compliment to Sir Ian and most dangerous to the RIBA. Surely the more warmly members feel towards Sir Ian the more they should reject them. The greater compliment is to realize that Sir Ian's retirement requires that the whole of the RIBA—its growth, machinery, aims and relationships—should be examined afresh. With Sir Ian's going an era is closed, a great lease is ended. Before a new lease begins is the time for inspection, assessment, thought and re-equipment.

The smallest consideration would seem to show clearly that this must be so. No one likes heart searchings, the time is always unpropitious for them. Postponement, an "interim" policy, will mean sliding among half-measures and hand-to-mouth expedients into the perilous post-war times. This is a vital matter. And it is raised now, while Sir Ian still holds office with the authority of great successes behind him, because if it were postponed it could be held that any such re-examination would be a vote of censure on Sir Ian.

No statement could be more plausible to the thoughtless nor more untrue. The Secretary of a great society is the axle upon which all else revolves. He has the memory and the experience, he supplies the continuity and continuing purpose which links successive Councils. If he does not hold the noses of successive Presidents to a consistent policy the society can never move forward. Sir Ian MacAlister has done these things nobly. Barred at one door, he has waited until the lock grew flimsy or has tried elsewhere. He has known how to wait and to try again with all the old and added energy five and seven years later; and has by so doing survived the hardest test that can be put upon an administrator. But because of these sometimes unavoidable waits a great society usually moves forward in recognisable stages, each 20 to 30 years in length; and what is done, what can be done, in each stage is closely linked with its contemporary social and professional background. A single stage tends therefore to correspond in length with the working life of a Secretary. By chance it may overlap two Secretaryships. It has not done so in the case of Sir Ian.

During Sir Ian's Secretaryship three great things have been done. A small and chiefly Metropolitan architects' society has grown into a great national and commonwealth organization. Its prestige has grown even more greatly. And the Architects' Registration Act has become law, and within a reasonable time, and automatically, its full aims will be fulfilled.

These achievements are complete in themselves, and it is not too much to say that Sir Ian foresaw them all soon after 1908, and his was the major share in their execution. Any architect who turns the pages of old Kalendars and old *RIBA Journals* and surveys the morass of committees, meetings, squabbles there listed and reported must feel amazed that these three great things, solid and of enormous benefit to the profession, could have emerged from the mess. Can he doubt that they emerged only because there was a single judicious mind watching and wisely acting above that mess?

But, it is repeated, these three achievements are in all important aspects complete in themselves. Now the RIBA faces another quite new stage in its development, and quite new problems have to be tackled. There is the problem of what part architects should take in the great new art and science of physical planning, and how it should help members to train for that profession without detriment to those who wish to remain in normal practice; the problem of demobilization and reconstruction; of relationships with other building professions; of possible great changes in the industry's technique. Changes in the RIBA to meet these new problems must take account of changed and changing social conditions. The aims, personnel, machinery may all have to be new.

In the face of these new conditions it is nonsense to say Sir Ian's policy can be continued save in its personal components of ability, rectitude and absorbed devotion to the RIBA. A policy which is worth anything at all is a prescribed series of actions by which it is intended to achieve precise aims; but both methods and aims must be skilfully and constantly adjusted to meet changed situations. No one, one fancies, knows this better than Sir Ian. And in this sense Sir Ian's policy (by which is meant the policy of the Councils he served, as guided by his growing wisdom and experience) cannot possibly be continued. It is ended. Its aims have been accomplished. There must now be new aims and a new policy.

These things cannot be too much stressed. When a great war is approaching its climax and the attention of most members is not upon the affairs of the Institute, there is a great risk that sentiment will obscure the facts and prevent right action. The warmer the sentiment is the greater is the risk. Members should realize most clearly that this war has ended an era both inside and outside the Institute. Social conditions and the machinery of government—to name only two outside factors—will be radically changed after the war. If the RIBA does not meet these new conditions fresh from a re-examination of itself and all that it stands for it will be making for calamity. There is no exaggeration in this.

The most unbiased member must have been able to see reasons for uneasiness in the structure of the Institute before the war. Is it possible that under wartime conditions of economy, makeshift and overwork for a very few people these have vanished, and that all is ready to meet entirely new conditions? It is worth looking back over the years since 1938, and to think while doing so whether this could have happened.

In 1938 the RIBA had great assets. It possessed great prestige, the finest architectural library in the world, the Registration Act had done much for its members and would do more, and its *Journal* and public relations were ably handled. And yet members had cause for worry. For the truth was that while the RIBA, with its best goods in the shopwindow, seemed well up to date and even to be moving forward, the world was moving faster.

Let us consider four ways in which this seems to have been true. First there was the influence on its affairs of the eminent individual architect. In 1908 the RIBA existed for the individual private architect and chiefly for the eminent London architect. Provincial architects, official architects and architectural assistants were then people of no consequence. In 1938 this had in reality completely changed. The more significant private firms in London and outside were teams of several partners and assistants working very closely with each other; official architects not only existed in large numbers but included a growing proportion of the most able men; and the "Architect" no longer sprang fully winged from 3 years in Italy and a private income, but emerged by hard work through all the stages from gawky Probationer upwards. These changes had lip-service paid to them, and committees to recognise them, but the aroma and tradition of the great individual architect, basking in the favours of peers and wealthy corporations, still hung heavily about Portland Place and clogged progress.

This clogging was most clearly seen in the treatment of the youngest members. The Institute took fees and held examinations, but it had no comprehensive employment and advisory service which could watch and help all new entrants until they could stand alone in a most chancy and often very hard profession. As a result, this vital section of membership, without whom the most prosperous individualist could not practice for a day, was troublesome; and was plainly considered with disfavour by eminent members who must have forgotten their own youth.

Thirdly, in 1938 standards of institutional life were everywhere rising and the technical complexity of the building industry was growing in great jumps. This was receiving attention, but one felt that the RIBA kept pace with these developments because of a few able men working despite the central machine rather than as part of it. The horse had been fitted with headlights, and a motor scooter on each foot. For the moment it was in brisk, though wobbly, motion; but no informed observer could mistake it for a motorcar.

Last, in 1938 what is now called physical planning was plainly going to become an important part of our national life within a decade. The utterances and actions of the profession were, however, as tactless as they were contradictory. Architects demanded a great place in the new science partly on the strength of the work of the great architect pioneers and partly on the ground that architects, alone of professional men, were trained to plan. But the RIBA did not take any steps to encourage members to train themselves in the new science and this in face of plain warnings, at least one offer of financial help and the support which would have been forthcoming from men like the late Frank Pick. Now, stupendous and most brilliantly guided exertions will have to be made if the profession is to avoid being penalized by this failure for a generation.

These were the uneasinesses and weaknesses behind the Institution's imposing front when war began. What of the last four years? To say that the war has brought to the Institute one great blessing—financial recovery—and many misfortunes is to blame no one. It has in truth been misfortune. The severe hardship suffered by nearly all members in the first two years of war has meant that keeping things going has fallen to a very few men who worked indefatigably, handled business matters in a manner beyond praise and in several exhibitions increased the Institute's prestige. But it is in practice impossible for a small number of men to represent the Institute. There must always exist the danger that when only a small number of officers attend meetings regularly they will tend to fail to distinguish between "narrow" and "wide" matters, and to realize that on questions of the latter kind wide opinion must be taken even though it has to be fetched by the scruff of its neck. And there is the danger that officers who attend irregularly may give way to those who attend most frequently because, "after all, they have done all the hard work." Should these two conditions ever come into being at the RIBA the path to the bonfire would be short and wonderfully greased. Vetting of documents by a cabal, party lines, the marking down of individuals as "safe" or "dangerous" could spring up in a matter of months and might take years to extirpate.

There is no sign that these things have occurred at the Institute nor any fear that they could do so while Sir Ian is Secretary. But there does seem proof, in the affair of the Short Life Housing Memorandum, of how vigilant a great society must always be. It is proof that the Institute must always be regarded as greater than its officers, greater than all its members at any one time, that the Institute is always delicately balanced and liable to fall far in a very short time, proof that heart searchings should take place at regular intervals and certainly at the end of every great stage in its life.

This is the background, these are the things that should be in the mind of every member as Sir Ian's retirement comes near. They are a mixture of good and bad, far more good than bad and one deserving much gratitude; but one which should be thought about most deeply. For the future is full of the most difficult problems for the RIBA and every Member. To solve these problems a good policy and a good machine are needed. A policy needs aims. What should be the main aims of the RIBA for the next 20 years? It is suggested that they must be something like these:—

1. To establish the best possible machinery to help serving members to return to, or complete their education for, the profession. This machine to be a permanent part of the Institute, helping new entrants and young members.
2. To assist architects engaged in town planning and to ensure, by provision of educational facilities, that a considerable proportion of physical planners enter the profession through architecture.
3. To prepare the profession for the technical changes which appear imminent in the building industry by provision of a technical information service of the highest quality.
4. To foresee changes in relationships between the various building professions and changes within the architectural profession itself and to facilitate them.
5. So to develop the Institute's general cultural activities that it is increasingly and rightly regarded as a national cultural centre in the broadest sense.

This list can be extended, but even if these were all for which the Institute should prepare itself they make a formidable task. And if the Institute is to be reasonably confident of executing that task three preparatory steps should surely be taken.

First, elections should be held at a time sufficiently far ahead to ensure that all serving members within reach of mail would receive ballot papers. And it would be desirable, as this is a special election, for a special effort to be made to nominate candidates who between them represent every main outlook and attitude of mind within the membership.

Second, the new Council should appoint a Committee, which again should represent the widest range of opinion, to examine the whole structure and machinery of the RIBA as it existed pre-war and to recommend changes of any kind which they consider necessary to enable the Institute to fulfil its post-war duties in the most efficient manner. The Committee's report should be published in full, together with the Council's reasons for accepting or rejecting recommendations.

Third, the Council having carefully considered the Report should look for a successor to Sir Ian MacAlister.

There is no need to enlarge on the difficulty of finding such a successor. It is clear to every member. But one very relevant matter should be mentioned. There come times in the life of every society when it is suggested that a Secretary, in the full sense in which the word is used here, is no longer needed.

The arguments put forward in support of this view are always very similar. A Secretary, it is said, inevitably becomes an autocrat or a yes-man. The affairs of the society have become too complex for supervision by any one man; the society should therefore have a business secretary, *ad hoc* specialist officers to fulfil other duties, and a small policy committee to manage great matters assisted perhaps by an M.P. or other outside "contact man" to handle delicate negotiations.

The main and sufficient answer to these suggestions can be found, as has been said, by glancing back over the years and seeing the morass from which three great benefits were coaxed out in the course of time by the vigilance and skill of one man. But there are subsidiary answers.

Without a Secretary of the right kind, the officials of the Institute must inevitably be drawn into, and their work become subservient to, personal differences between committee members. The Secretary of the Institute need not himself be a great scholar, but he must be actively interested in and speak with full knowledge of the Institute's cultural and technical work. To be a great Secretary is not to be in these days an autocrat. There exist men who are able to find the right persons and call forth their best work without any overt act of authority, and under whose guidance wise decisions seem to be taken without them themselves ever seeming to make those decisions. Such men are not common. But they exist, as much at ease with a Probationer as with a Cabinet Minister. To them belong the great positions of the future and the Secretaryship of the Institute is a great position.

As to "contact men": it is presumably possible to try to run a great learned society on the principles of a corset business. It is not possible to succeed.

A MIDDLE AGED MEMBER

The RIBA Memorandum

SIR,—Many architects have written to express well-justified indignation against the RIBA October Memorandum, but nobody I think, has yet commented on one point indirectly in its favour—the fact that it proves with deadly conclusiveness that the RIBA Council as at present elected is hopelessly out of touch with the profession.

This, perhaps, is a case of saying "Thank-God - for - small - pox - it - has - given - us - vaccination," but if the Memorandum succeeds in getting us that new election which is so obviously required, then it will, in its own blundering and misdirected fashion, have served at least some purpose.

HUGH CASSON

Cheltenham



44

943

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GENERAL DATA : ROLLED CLASSES.

NAME AND CLASSIFICATION	DESCRIPTION	MAXIMUM SIZE AND THICKNESS (inches)
ROUGH CAST, DOUBLE ROLLED, OR ROUGH ROLLED (B)	Both surfaces faintly textured.	120 X 48 3/16 1/4 3/8 1/2
REINFORCED (wired) (D)	Wire mesh embedded during manufacture.	120 X 48 1/4
FIGURED ROLLED (B)	One surface has definite pattern. Vision obscured according to depth of pattern. White or tinted.	100 X 42 1/8 3/16 1/4
CATHEDRAL (B)	One surface has definite texture. White or tinted.	100 X 42 1/8 3/16 1/4
REEDED (B)	One surface covered by flutes or cylindrical lenses. Available with different widths of flute. Pattern imprinted on one side only. (Cross-reeded patterned on both sides)	100 X 42 1/8 3/16 1/4
BLAZONED (D)	One surface has bold formal pattern.	100 X 42 1/8
SELENALYTE (B)	Bright colours. High light transmission.	100 X 36 1/8
CALOREX (B)	Substantially opaque to infra-red. High transmission of visible radiation. A greenish tint.	100 X 40 X 1/8 90 X 36 X 3/16 84 X 24 } 1/4 60 X 36 }
SWAN AND REFLECTALYTE (D)	Swan: Heavy geometrical pattern of small lenses on one surface. Reflectalyte: Small cones. High degree of brilliance and considerable reflection. White or red.	white: 100 X 40 X 1/8 red: 90 X 36 X 1/8
MAXIMUM DAYLIGHT (D)	Inner surface: parallel prisms arranged to refract light in direction controlled by angle of prisms. Outer surface fluted across prisms.	100 X 40 3/16

GENERAL DATA : EXCLUDING ROLLED GLASSES.

NAME AND CLASSIFICATION	DESCRIPTION	MAXIMUM SIZE AND THICKNESS (inches and ozs)
NEW CROWN (A)	Slightly convex surface simulates old English crown glass.	20 X 18 18 oz
FLASHED SHEET (A)	Blown or drawn sheet. Thin layer of coloured glass flashed on one surface.	60 X 40 15 21 26 32 oz
FLASHED OPAL (C)	Blown or drawn sheet. Thin layer of opal glass flashed on one surface. White or tinted.	60 X 40 15 21 26 32 oz
COLOURED SHEET (A)	Similar to ordinary sheet glass, in characteristic colours.	60 X 40 15 21 26 32 oz
CALOREX SHEET: CALOREX POLISHED PLATE (A)	Substantially opaque to infra-red. High transparency to visible radiation. A greenish tint.	Sheet: 50 X 36 21 26 32 oz Polished Plate: special sizes available: 3/16" and 1/4" thick.
ANTIQUE (D)	Hand-blown cylinder glass, uneven thickness, both surfaces textured. Types similar to medieval glass.	24 X 15 1/8 to 3/16
HYSIL SHEET (A)	Low coefficient of expansion. Much more resistant to changes of temperature than ordinary glass.	60 X 40 15 21 26 32 36 42 oz
DOMES (E)	Bent Rough Cast glass. For use in daylight illumination of corridors, lobbies, etc. in flat roofed buildings.	
TILES (E)	Rough Cast. For use as ordinary roofing tiles or slates.	For detailed information see further Sheets in this series.
LIGHTING GLASSES (E)	Blown or pressed. Clear, flashed, solid opal, Hysil. Intended for use with artificial light sources.	

Information from Chance Brothers Ltd.

INFORMATION SHEET : GLASS 3.
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INFORMATION SHEET
• 919 •
GLASS: No. 3

Subject : General Data.

General :

This Sheet is the third of the series dealing with glass and glass products, and sets out maximum sizes and standard thicknesses of glasses available.

Basis of Classification :

The basis of classification adopted in the table on the face of this and subsequent Sheets, is the way in which light is transmitted through the glass.

A. *Transparent Glasses :* Transparent glasses are those which transmit light without diffusion so that objects may be seen clearly through them.

B. *Translucent Glasses :* Translucent glasses are those which transmit light with varying degrees of diffusion, so that the image seen through them is distorted, or in some instances may be completely obscured. The diffusion is effected by suitable treatment of the surface of clear glasses, either by imprinting a pattern or texture during the process of manufacture, or by treating the surface by sand-blasting, etching, or other process after manufacture.

C. *Opal Glasses :* Opal glasses are those which have diffusing particles within the body of the glass ranging from faint milkiness to almost total opacity.

D. *Special Glasses :* Some of the glasses already classified may be supplied in other forms, such as those in which wire mesh is inserted during the process of rolling, or those on which a special pattern is imprinted, having for its object some purpose other than mere diffusion.

E. *Miscellaneous Glass Products :* This group covers products which do not fall conveniently into any of the previous groups.

Finishes :

Surface : The surface of any of the glasses tabulated may be modified by special treatments, which are either etching with hydrofluoric acid, or sand-blasting.

The types of finishes available are :

Satin : A very fine acid etch on one side.

Velvet : A similar finish on both sides.

Fine or Coarse Sand-blast : According to the grade of sand employed.

Edge : Edges of glass are generally finished in one of two ways : flat or arrissed.

A flat edge may be either the cut edge from the diamond, or may be ground and/or polished flat at right-angles to the surface. An arrissed edge is one on which the sharp edge of the glass is removed by grinding. It may be left as ground or may be polished.

Working :

Cutting : Almost any shape may be cut from glass by means of a diamond or wheel cutter.

Drilling : Holes of almost any diameter may be drilled in glass, but drilling always introduces a point of weakness.

Bending : Rolled or sheet glass may be bent to any simple curve which does not have strongly re-entrant angles.

Further information on the following glasses will be found as below :—

Rough Cast, Double Rolled or Rough Rolled	Sheet No. 10.
Reinforced (wired)	Sheet No. 11.
Figured Rolled	Sheet No. 12.
Cathedral	Sheet No. 13.
Reeded	Sheet No. 14.
Maximum Daylight	Sheet No. 15.
Swan and Reflectalyte	Sheet No. 16.
Luminating	Sheet No. 16.
Calorex Sheet and Calorex Rolled and Polished Plate	Sheet No. 17.
New Crown	Sheet No. 18.
Flashed Sheet	Sheet No. 18.
Flashed Opal	Sheet No. 18.
Antique	Sheet No. 18.
Hysil Sheet	Sheet No. 18.
Domes and Tiles	Sheet No. 19.
Lighting Glasses	Sheets Nos. 20 and 21.

Previous Sheets :

Previous Sheets of this series on Glass are Nos. 914 and 917.

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PHYSICAL PLANNING

SUMMARY OF THE PROBLEMS

18

index

Problems

12. Administration Part I. Dr. W. A. Robson

13. Administration Part II. Dr. W. A. Robson

14. Training for Planning Part I. Dr. E. A. Gutkind

15. Training for Planning Part II. Max Lock

16. Organization of the Building Industry D. Percival

17. Public Relations Misha Black

18. Summary of the Problems

The Job

19. Fact-finding, Analysis and Diagnosis Prof. E. G. R. Taylor

20. The Town Part I. R. E. Dickinson

This week's Physical Planning supplement summarizes the articles on the four outstanding Problems that must be solved before we can properly begin to tackle the Job itself. In Planning Review, Lord Astor urges immediate action on one of the smaller, but no less urgent, problems of providing financial aid to blitzed cities, whose present reconstruction plans are totally unrealistic without it.

12. HOW WILL THE NEW LEGISLATION BE ADMINISTERED?

1. W. A. Robson

1. Previous conception of planning—a local government affair.

2. Inadequacy of local authorities for undertaking vigorous planning—main reasons, lack of population and finance.

3. Regional planning relied on voluntary co-operation, which in many cases did not occur.

4. The Ministers' powers were extensive—mainly to consider and approve the activities or proposals of local authorities.

5. Virtually nothing achieved in the way of planning between 1909 (when planning legislation was first introduced) and 1939.

6. Before World War II it was not recognized :

(*a*) that most local authorities were unsuited to perform planning functions ;

(*b*) that effective planning could not be carried out on a purely permissive basis ;

(*c*) that substantial expenditure for planning must be financed from national funds ;

(*d*) that control of the location of industry is the key to planning ;

(*e*) that planning is a new vocation demanding a new training.

7. Events of the last four years have largely altered 1–6.

8. If we consider planning as a problem of government, the first task is to decide which matters should be dealt with at the national, regional and local levels respectively.

9. The most urgent matters on the national level are :

(*a*) the decentralization of population ;

(*b*) the location of industry ;

(*c*) a policy regarding satellite towns, garden cities and country towns ;

(*d*) transport (trunk roads, main rail lines, major ports and harbours) ;

(*e*) national parks and coast lines ;

(*f*) agriculture and rural development ;

(*g*) development of fuel and power resources.

10. The central government must lay down :

(1) administrative framework for all levels ;

(2) the distribution of finance, labour and materials.

11. The complexity of the problem demands that central machinery should achieve a genuine integration of policy at the top, which is only possible if the departments concerned accept certain basic conceptions such as those enunciated in the statement made in Parliament in February, 1942.

12. MOTCP is a potentially strong addition to the machinery of central planning.

13. The position is less promising at the regional level, where, as in the London region, planning is seriously handicapped by separate, competing authorities.

14. The following are the six main headings of the groups of principal items which require to be determined on a regional basis :—

(*a*) distribution of industry and population ;

(*b*) transport and communications ;

(*c*) land use ;

(*d*) public utilities ;

(*e*) public services ;

(*f*) amenities.

15. It is doubtful whether anything short of an elected body could or should be made responsible for regional planning.

16. To put over planning will require a popular movement of great momentum and vitality, that is why the creation of democratically-elected regional authorities is eminently desirable.

13. HOW WILL THE NEW LEGISLATION BE ADMINISTERED?

2. W. A. Robson

1. Local planning powers should only be conferred on local authorities whose size, population and rateable value are large enough to ensure reasonable success.

2. The main functions of local authorities in the general system of planning should be to :

(*a*) apply principles laid down by central and regional authorities ;

(*b*) deal with all the aspects of planning not covered by the policies, plans or decisions of the central and regional authorities.

3. Some services will need to be planned on the regional scale and administered on the local (the question of regional or local administration being a matter for consideration in the light of the circumstances appertaining to each service).

4. Co-operative responsibility does not at present exist between local and central government. In planning, concurrent action and joint responsibility will be needed on the part of central, regional and local government.

5. In future, local authorities must be supplied with wider knowledge and kept informed of principles adopted by central and regional authorities.

6. The fundamental task of local authorities is community building. The idea of the local authority as the focusing point and radiating centre of the community's life and culture has not been sufficiently considered.

7. Underlying social and economic factors must be correctly related. The local authority's own services must be planned in relation to the citizen's needs and in relation to each other. Concentration of such services does not necessarily serve the public welfare better. In the USSR local services are ramified down to each street and even each block of flats.

9. The mania for size at all costs must be replaced by enthusiasm to create true communities. Expansion and redistribution of population and industry must be accomplished on rational lines.

10. Local authorities will need:

(*a*) professional planners trained in the new conception of planning ;

(*b*) Grants-in-aid to enable plans to be executed and development work carried out ;

(*c*) facilitated methods for acquisition of land ;

(*d*) powers increased and procedure improved.

11. Much confusion still exists around the question of local and national planning functions and areas ; there will need to be fuller consideration and agreement on these matters.

12. A pre-requisite of effective local planning must be the fundamental reorganization of the structure of local government.

14. WHAT KIND OF TRAINING WILL THE PLANNERS NEED?

1. E. A. Gutkind

1. Need to plan the planners. Men who will combine enthusiasm with knowledge and who will dare to act.

2. Planning implies a systematic procedure starting from the top and the bottom at the same time. Its objective lies in human and social values.

3. The planners are not now available because planning is a new discipline ; one that needs centralized guidance in order to achieve decentralized results.

4. We need men now who understand the intricate interdependence of the numerous fields of knowledge ; men who will be new types of co-ordinators and general practitioners.

5. If we are to avoid totalitarianism, we must draw a clear line between centralized authority and centralized administration. TVA is an example of administrative decentralization within the orbit of centralized authority.

6. Central government in this country must prepare a national plan for the redistribution of population and industry. Without this, local plans are worthless.

7. National planners must be specialists in seeing and co-relating the work of specialists in other fields. They must frame the general policy under the guidance of the central government. They must be able to combine the ability to work on details while still keeping the broader conception.

8. The experiences of both TVA and USSR have made it clear that planning involves much adventurous experiment. In this country we must experiment in and develop our own type of planning.

9. Regional planning is the connecting link between local and national planning. At the moment this is missing. The present joint planning committees are not enough. Regional planners must be nearer to execution of schemes than national planners. They must balance the claims of the central authority with those of the local authority. They must develop a regional programme and carry it out.

10. The planning of rural areas as opposed to town-planning is comparatively new, and is now an essential part of physical planning. Local planners should combine practical ability with theoretical knowledge. They must be co-ordinators in some ways like national and regional planners, but they must also be general practitioners, with detailed knowledge of their immediate field. They must also be able to put their planning over.

11. In order to achieve integration of theory and practice, it is suggested that one of the post-war towns that will need to be built should house a school of planning which can use the town as a testing ground for the most advanced principles of social and physical planning.

15. WHAT KIND OF TRAINING WILL THE PLANNERS NEED?

2. Max Lock

1. The whole discipline of planning must be plunged into its proper element of the study of man's real wants. This is the only way to avoid the extremes of the technocratic or cosmetic approach.

2. The Planning Officer must be the diagnostician of public environment.

3. This will require three stages in the training of the planner :

(*a*) Elementary citizenship. (Mainly the study of local government).

(*b*) Fact-finding. (Survey field-work, under guidance, as training and as a contribution to actual planning).

(*c*) Combination of technical and theoretical knowledge. (The application of planning principles to human problems).

4. The proper function of a planning school is to serve as a link between institutions such as Universities, administrative bodies such as Town Councils, and the people.

5. The science of planning is branching out into a number of specialized fields. The complex task demands a co-operative team approach—the pooling of specialized investigation.

6. Each of the three teams of national, regional and local planners requires a different emphasis in the composition of its personnel.

7. The national team requires the geographic and economic experts along with legal administrators to be dominant.

8. The regional team, the technical and engineering practitioners.

9. The local team, the architect-planners.

10. Any scheme of education for planning must combine Art, Science and Technics.

11. There is a need for boys and girls, at the School Certificate stage, to be able to choose a technological side. This would include courses in architecture, engineering, etc.

12. The possibility should also be considered of a period of post-school training for citizenship.

13. Specialization must have its roots in a common soil, students of physical planning should therefore have a basic training in all the related subjects. This will be part of the training for their dominant profession, whether architecture, engineering or economics. Specialization for physical planning will take place after qualification in such a profession.

14. The pooled balancing of skills, to achieve satisfactory team work among specialists, must be the aim in all the stages of training.

15. The post-graduate period of training for physical planning should take place in a school which is closely linked with the city and regional planning departments.

16. It is recommended that it should be a part-time course in order that practical experience may be gained at the same time.

17. It is suggested that the curriculum would divide itself into nine main subjects :

1. Design subjects. (10 studies).
2. Social planning. (30 lectures).
3. Economic geography. (10 lectures).
4. Planning reform. (Possibly an open forum).
5. Research and survey. (20 lectures plus field-work).
6. Health and housing. (15 lectures).
7. Transport, public services, etc. (20 lectures).
8. Industry and population. (30 lectures).
9. Law, finance and administration. (30 lectures).

18. Research should be the major function of the planning school, for a research centre is the most useful link between training and practice.

19. Training for planning should find itself in the forefront of a deeply needed and much wider campaign for general practical education in citizenship for democracy.

16. HOW WILL THE

D. Percival

1. If the building industry is to absorb four-fifths of the total annual investment of capital during the reconstruction period, its efficient organization is extremely important.

2. At present, there exists a tangled conflict of interests between the many different sections of the industry.

3. This war has accelerated the development of bigger and bigger units which had started before the last war.

4. The small firms are bound to disappear from an industry in which mechanization and mass-production techniques are becoming dominant factors.

5. Their only future lies in group-working, based on a steady market.

6. We want planning to ensure 100 per cent. use of all our resources as a means to satisfy the community's needs.

7. The logical outcome of present monopolist tendencies is the creation of a very small number of firms, owing alle-

17. HOW SHALL

Misha Black

1. Propaganda for physical planning has previously been non-committal, although by no means ineffectual.

2. A new publicity technique is needed now. In addition to instructional publicity, a weapon is needed to combat emotional opposition.

3. Static public opinion is an illusion. If there is genuine desire for better conditions selfishness and laziness can be overcome.

4. The effectiveness of efficiently directed propaganda, either for good or evil, cannot be disputed.

5. If speed is essential, then finance must be available commensurate to the problem.

6. The desire for national planning and improved living conditions does exist. But to get the country behind reconstruction as it is behind the war, just as carefully organized a propaganda technique will be necessary.

7. Unity of purpose will be more difficult to retain in peace. Also the men behind the plans will need to consider long- as well as short-term problems. Greater stress will be on instructional publicity.

BUILDING INDUSTRY BE ORGANIZED?

giance to large insurance corporations, able to organize building in an all-inclusive way.

8. Such an organization might be very efficient, but it would be impossible to criticize it in the same way as a public department or ministry.

9. From consumer's point of view there should therefore be proper public control over the large firms.

10. If we are to have an all-round reconstruction plan, we are entitled to assume maintenance of control by the Ministry of Works over prices of materials and their allocation to jobs in order of priority.

11. The best form of organization for this would probably be on a regional basis.

12. The local authorities, as in wartime, would be agents for the social building work—the government departments supervising the various industries for the factory work.

13. The Government's Training Scheme agreed on by both employers and workers has outlined a policy for expanding the force of trained personnel to meet a wider programme, which will provide continuous and productive work for the operative.

14. The best method of providing good technical advice on all construction work may possibly be that of widening the scope of public offices.

16. Groups of technicians, architects, engineers, planners, etc., would be formed in this way, trained for teamwork.

17. Building is one of the most fundamental social services.

18. Planning means that this service shall be used so that the order in which buildings go up is in accordance with a consciously predetermined decision.

19. This can only be arrived at satisfactorily if the organs of national and local government have the final say.

WE PUT PLANNING ACROSS?

8. The symbolic importance of physical planning and reconstruction must be realized by publicists.

9. Most resistance will arise through fear of :

(*a*) Fascist or Communist regimentation.
(*b*) The need to leave accustomed places and move into unpleasant council houses or flats.
(*c*) Impoverishing the nation.

10. To counter these bogies we must establish an organization such as an Office of Reconstruction Information to :

(*a*) Maintain contact with the national press.
(*b*) Produce and distribute films.
(*c*) Compile panels of lecturers.
(*d*) Publish and distribute leaflets, periodicals and books.
(*e*) Assemble statistical data on public reaction to planning proposals.
(*f*) Organize exhibitions.

11. ORI would work in collaboration with the Board of Education, the WEA, Rotary Clubs, Trade Unions, the Institute of Adult Education and all such similar bodies.

12. The Great National Reconstruction Exhibition would be organized by ORI, as would all national campaigns.

13. The London headquarters would include a library, lecture hall, and film theatre.

14. ORI would answer enquiries, general and detailed proposals and inventions. It would organize exhibitions of work from other countries, and visits to reconstruction sites.

15. ORI would aim to make districts as fervently partisan over their own local scheme as they are over their local football team.

16. ORI must encourage local campaigns as part of the national campaign, but sponsored and organized by local individuals and associations.

17. Branch offices of ORI should be established in close contact with local key technicians, local authorities, educational bodies, etc.

18. These local offices will encourage the revival of the spirit of community.

19. ORI must guard against the danger of assuming an autocratic position. The public must be made to feel reconstruction is their own work.

20. Education and propaganda must be undertaken on the same scale as the replanning projects themselves and with complete technical efficiency.

21. Three things are still required :

1. The reconstruction schemes themselves.
2. The establishment of ORI.
3. The allocation of funds.

PLANNING REVIEW

THE KING'S SPEECH

A leading article in *The Times* on November 25 points to the three stages of reconstruction indicated in the King's Speech.

(1) The presentation of specific preparatory measures to Parliament.

(2) The period of transition which opens with the end of the war.

(3) The culmination in the building of the new Britain, its cities and its institutions, and of a society strengthened in its foundations of collective and individual well-being in a world framework of security and progress.

The article states that it will be a condition of success that the Government's preliminary proposals should be brought forward in fairly precise form, not merely as statements of principle.

The *Daily Telegraph*, on the same day, concludes a leading article with the words : All will rejoice that the King's Speech looks so far ahead. . . . In peace, economic policy is the equivalent of air cover in war ; if we rush forward on the peace offensive, which the King's Speech begins, without making sure of an economic policy which will ensure full employment, we shall encounter many a Leros.

In the *House of Commons*, on November 25, M.P.'s tabled a large number of amendments to the Address, in which they draw attention to what they regard as inadequacies in the programme or to subjects omitted from it.

The Labour Party tabled an official amendment regretting the admission implicit in the Speech that no definite decision had yet been reached as to the nature of the legislative and administrative action which should be taken during the coming session as part of the policy of post-war reconstruction.

The Tory Reform Committee tabled an amendment expressing regret that while the full employment of the people is stated as an aim, the Gracious Speech contains no adequate and positive proposals whereby this aim can be achieved. There were other amendments regretting the absence of any mention of a national policy for the better location of industry, and also that reference to post-war housing discloses no planning or proposals calculated to deal adequately with this most urgent problem of all.

BARLOW, SCOTT AND UTHWATT REPORTS

A leading article in *The Times* on November 30 shows how the proposals of the Scott and Uthwatt reports if properly understood deal with an indispensable instrument of employment as well as of town and country planning. It is believed that whatever conclusions are reached, it will be expected of the Government that they shall without further delay take the necessary decisions and thus ensure the effective operation of a national employment programme.

On December 1, *The Times* reports the contents of Mr. Morrison's statement on the Scott Report, which, it believes, shows no reason for the sixteen months delay. The two main undertakings are that :

(1) Powers will shortly be taken to bring the activities of statutory undertakings more closely within the scope of town and country planning.

(2) Those proposals are accepted which relate to the preservation of rural amenities and to improving the access of town dwellers to countryside and coast.

Apart from these proposals, neither of which, as *The Times* points out, is fundamental to the report, none of its major recommendations has yet been accepted. And it is clear that no policy will emerge until the crucial decisions on the issues raised by the Barlow and Uthwatt reports have been taken.

Reynolds News believes that the Scott and Uthwatt proposals are vital if blitzed houses are to be rebuilt on spacious and dignified lines. Local authorities are paralysed in their plans for the future because they lack the powers these reports would give.

OXHEY ESTATE

Mr. J. N. L. Baker, in a letter to *The Times* on November 25, agrees with the Vicar of Oxhey that the estate proposals are a test case (*Planning Review* December 2, 1943). He asks : are we to have a national plan into which local authorities must fit their own local plans, often competitive or contradictory, which some central authority will try to fit together ? For it is only through a national plan that it will be possible to see how much land it is necessary to acquire, and the parts of Britain where it must, or must not, be acquired.

Mr. T. Brown, in another letter, believes that Lord Latham, in his reply to the critics, has avoided the real point at issue, which is the destruction of one of the few remaining open spaces in what is part of the suburban area.

Mr. David A. Wilkie, hon. secretary of the Herts Chapter of the Essex, Cambridgeshire and Hertfordshire Society of Architects, believes that the Oxhey scheme is premature, for such decisions will render abortive the efforts now being made by MOTCP and other planning experts to produce a better England.

Professor Reilly has been informed that the scheme to purchase the estate was initiated by the Valuers' Department of the LCC, and was not submitted to those responsible for the Council's plan for London.

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BLITZED CITIES WILL NEED FINANCIAL AID

by Viscount Astor, Mayor of Plymouth

The Prime Minister's " Food, Home and Job " speech at the Mansion House, followed quickly by the appointment of Lord Woolton as Minister for Reconstruction, indicates that the Government has, at long last, become conscious of the public's growing demand for definite plans on post-war reconstruction.

Many of the great departments of State have been giving attention to some of these problems. If the White Paper on Education is translated into legislation, many new schools will be needed. Vast numbers of new houses are required. There will be an impetus for constructing new traffic highways, whilst hospital reorganisation, civil aviation and many other services requiring land and building are now being considered. There is also a feeling that the location of industry should be supervised.

The co-ordinated planning of these developments is essential if they are to be successful —hence " town and country planning."

Successive Governments since 1909 have endeavoured to deal with town and country planning but apart from the production of reams of blue prints, the various Statutes have resulted in little or no physical progress in built-up areas, whilst ribbon development and the exploitation of many beauty spots has permanently ruined much of our countryside. It is true that every County or Borough Engineer or Architect has devoted time, thought, and ingenuity to devising plans for his particular district, and in certain areas town planning schemes have received statutory approval. It is also true that one or two provincial cities have achieved some limited practical results, as in the great civic centre of Cardiff, the Head Row, Leeds, and the important central development areas in Leicester, but it is equally true to say that we have not yet achieved any major reconstruction in our built-up areas.

The general trend of legislation in the past has been to direct Local Authorities to plan their areas, with zones for particular activities and amenities, and to leave their development to future generations as opportunity occurred.

Too often have local schemes of reconstruction and development been postponed, sometimes indefinitely, because of the very high prices demanded for even narrow strips of land required for small central improvements, which would, when completed, have had the effect of further enhancing the value of surrounding properties.

Furthermore, the tedious delays in the present machinery for compulsory acquisition of property have discouraged those who wish for progress. Even when the Ministry of Health's slum clearance drive was at its height from 1935 onwards, local Housing Authorities were exasperated by the time taken to obtain possession of the necessary land. Statutes required public notices, public enquiries, Whitehall approvals and other processes, and it was not unusual for from twelve to eighteen months to elapse between the date when a Local Authority resolved to acquire property and their obtaining possession.

This cumbersome machinery will not suffice when our young men and women are demobilised and wish to find homes.

It may be that in some towns the execution of a plan may not be a matter of urgency, but in blitzed cities no proper reconstruction can commence until the whole city has been satisfactorily replanned and the necessary statutory facilities are given for the execution of the plan.

In Plymouth we cannot be satisfied with another blue print, for the accent must be on rebuilding, and this with the utmost speed when the appropriate time arrives. We have lost by complete destruction between one-quarter and one-third of our rateable value, and included in the loss are civic buildings, 80 per cent. of our shopping facilities as well as schools, hospitals, and innumerable dwelling houses, in fact all those amenities which go to make the corporate life of a great community.

Then, too, we must be ready to start to rebuild in conformity with our accepted plan immediately the war is over (or earlier if facilities can be granted) in order to provide homes, shops and other things which are the minimum requirements of an organised community.

The Government have through the Minister of Town and Country Planning given repeated promises that legislation will be forthcoming to assist in speeding up the machinery, and in implementing certain of the recommendations of the Uthwatt Committee which have as their object the stabilization of land values. So far, however, very little attention has been given to the financial implications of town planning, particularly where this must be on a major scale as a result of severe damage by enemy action.

Involved in schemes of reconstruction will be the important Public Utility Undertakings, such as Gas, Water, Electricity and where these still survive, Tramways, for if streets and buildings are re-sited, these services must follow them. If this be so, these Undertakings, some of which are privately and some municipally owned, will have to discard expensive capital equipment, and re-site them elsewhere with a further substantial capital expenditure. The Local Authority itself will most certainly be faced with substantial costs in laying out new streets to replace the old ones, together with the complementary services such as sewers and lighting, and in the provision of many new public buildings and amenities.

So far as land is concerned, the long term cost should not present any great difficulty, for scientific planning should make available for more useful purposes in built-up areas considerable areas of land which are now sterile owing to unplanned development in the past. This should be a substantial factor in countering any attempt to increase values based on scarcity.

A considerable amount of capital will have to be laid out which will be unremunerative, whilst re-building is in progress. But after a few years the increased rateable values and ground rents should partly reimburse the Local Authority for its interest charges.

Up to now town planning has not been stimulated by Government subsidy. It is true that certain Departments provide financial assistance in respect of specific services, such as main roads, housing and education, but town planning itself has never been so aided.

Whether Local Authorities will press for financial assistance in this direction in future remains to be seen, for under normal conditions the improvement of the amenities of a city is a domestic matter for the local ratepayers themselves, and it has not been claimed that it should be shared by the taxpayers as a whole. Indeed I have no doubt that Local Authorities will tread warily in this respect, for there is growing concern at the constant undermining of local autonomy. We know that " he who pays the piper calls the tune," and wherever Government financial assistance is invoked, one must reasonably expect a measure of financial control.

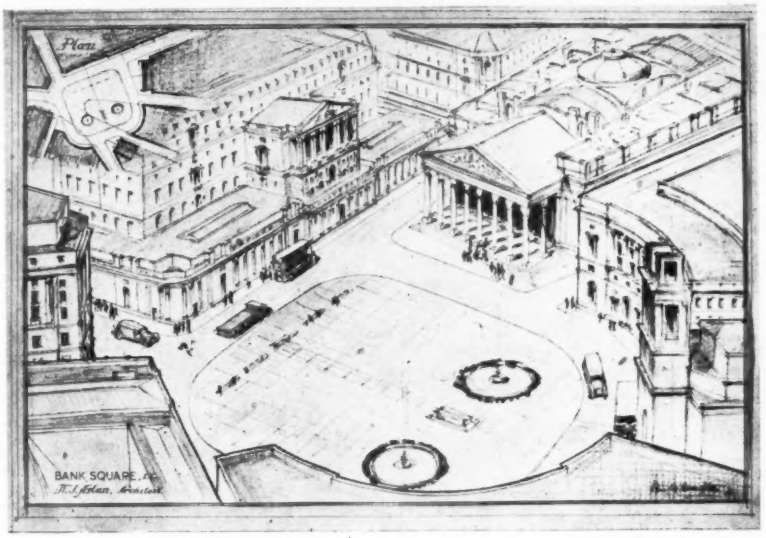
The case of " blitzed " cities, however, calls for special consideration, for it appears quite clear that in most cases the ratepayers will be unable without some assistance to face up to the cost of reconstructing their damaged towns.

For example, my own City of Plymouth has for some time past been receiving supplementary financial assistance from the Government in order to ensure the due functioning of local services. This assistance is given subject to certain conditions, which include a requirement that the Local Authority shall use up any accumulated balances which it may have built up, that it carry an overdraft on its own responsibility, and that 25 per cent. of any assistance given shall be repaid at the end of the war. The financial assistance given to Plymouth has been at the rate of about £250,000 a year, equivalent to a rate of about 4s. 6d. in the £, and so far the city is under obligation to repay a proportion amounting to £235,000 even if no more assistance is forthcoming. It is, however, obvious that Government financial help will be required for several years to come and that the municipal debt will increase accordingly.

Local Authorities who are in this unfortunate category will have to be aided with the necessary capital to finance extensive reconstruction ; in other words some form of Government aid must be provided until the rateable value of bombed cities is restored, and the local authority is once more in a position to meet its own financial obligations.



Top right : View of the Bank crossing congested with traffic as it was before the War. Bottom right : The Bank crossing (square) as it might look if Mr. Aslan's plan were adopted. A space where civic functions can take place is badly needed in this area but it is questionable whether even Mr. Aslan's improvement would do much to solve the traffic problem here. The road lay-out crowding St. Paul's and the failure to resolve the Cannon-Queen-Victoria-Street crossing are two other weaknesses in this interesting plan.



Mr. Aslan's latest proposals for the City of London show the further development of his plan published in the JOURNAL for October 8, 1942. Existing roads are retained where possible, but the flow of traffic is eased by the provision of a ring road connecting most of the main railway termini, roundabouts at main junctions, service and parking spaces for each business zone and two North-South tunnel and two East-West overground roads. Although the plan is based upon the retention of the clearly defined trade zones that exist in the City, it is important to realize that the proposals do not extend far beyond the problem of road and rail traffic and its immediate effect upon business activity. There is still much work to be done on proposals for the rehabilitation of the City environment, which will demand the greatest powers of perception and imagination if we are to realize the opportunities presented to our generation by the blitzing of this unique Square Mile.

CITY PLAN: *by N. J. ASLAN*

RELATION OF THE CITY PLAN TO THE LONDON IMPROVEMENT SCHEME (PUBLISHED OCTOBER 8, 1942)

London has grown by the fusion of many independent village centres, e.g. Chelsea, Highgate. The plan for London as a whole (published in the JOURNAL for October 8, 1942) seeks to preserve the character and personality of these local centres by freeing them of through traffic, and at the same time to improve their communications with other parts of London by providing better transport facilities.

The main trouble with the existing road plan is that the trunk roads empty their traffic too abruptly into the highly developed central area. A " clearing zone " is needed to sort out the traffic, and also an alternative route, or routes, for through traffic. To meet those requirements a ring road is proposed, connecting most of the railway termini, and embracing all the main features of central London. This ring road has a double carriageway for normal traffic (clearing zone) and a sunken speedway for fast through traffic (by-pass).

The latter is designed to attract all through traffic and so relieve congestion in the central area.

Apart from the ring road existing roads are retained as far as possible. The flow of traffic is eased by the provision of roundabouts at the main road junctions and by the construction of new roads where necessary to by-pass the most congested areas, e.g. Piccadilly Circus, Regent Street and the City. Air transport is catered for by the provision of an elevated air terminal at Nine Elms.

THE CITY PLAN

The plan for the City should be studied as a part of the plan for central London. It is based on the same principles. The ring road of the Central London Plan, with its sunken speedway, can be seen in the illustration reproduced on page 431, running south into the circus in front of Liverpool Street Station and then veering east to pass under the river via the Tower tunnel. The City is one of those local centres mentioned above which are in danger of being strangled to death by traffic congestion. Its character and personality have developed through many centuries. First and foremost it is a commercial centre. It is the clearing house of the United Kingdom and the Empire, besides being the world's centre of Banking and Insurance. Every activity carried on in the City is closely associated with a particular area of land, and existing arrangements cannot be seriously disturbed without risk of commercial disorganization.

CITY RELIEF ROADS

In order to relieve the pressure of through traffic, two North-South and two East-West by-pass routes are provided :—

NORTH-SOUTH :

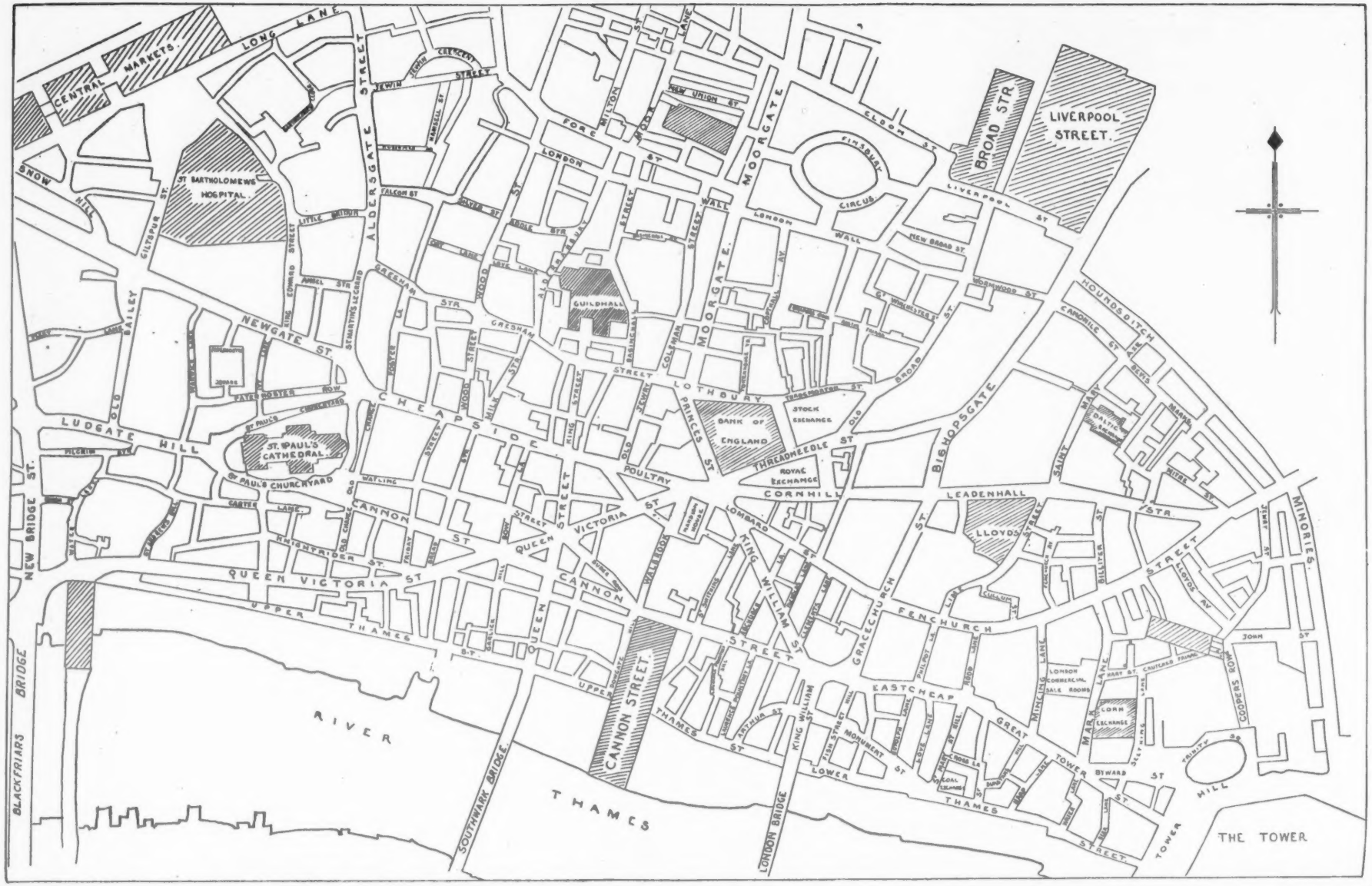
(1) St. Paul's Tunnel : Traffic from Islington, Goswell Road, Aldersgate and Smithfield threading south, always congests the St. Paul's area. A tunnel at the junction of Aldersgate and Barbican will take all such traffic southwards to surface again at Borough Road (junction with Southwark Bridge Road).

(2) London Bridge Tunnel : entrance by Liverpool Street Circus ; exit Borough High Street (junction with Long Lane).

In the two main North-South relief roads, the ring road, which runs via Houndsditch and the Minories to the Tower Tunnel will divert cross-river traffic coming from the North-East, much of which now enters the City in order to use London Bridge.

These three tunnels will leave the two existing City Bridges—London Bridge and Southwark Bridge—and the new St. Paul's Bridge to

THE CITY: EXISTING ROAD PLAN



THE CITY: N. J. ASLAN'S PROPOSALS



Above : The streets of the City as they are to-day. Below : Mr. Aslan's plan for the City. Main points to note are the three tunnels under the Thames : (i) St. Paul's Tunnel : entrance Aldersgate (junction with Barbican) ; (ii) London Bridge Tunnel ; entrance by Liverpool Street Station circus ; (iii) Tower Tunnel ; entrance by Tower Hill. This tunnel is part of the central London ring road, a portion of which can be seen running south to Liverpool Street Station and then veering east to the Tower via Houndsditch and the Minories. Other points to note are the Embankment extension from Blackfriars Bridge to the Tower and the new East-West connection from Farringdon Street to Liverpool Street. A comparison of this plan with the Royal Academy Plan (A.J., October 22, 1942) is interesting and shows some points in common.

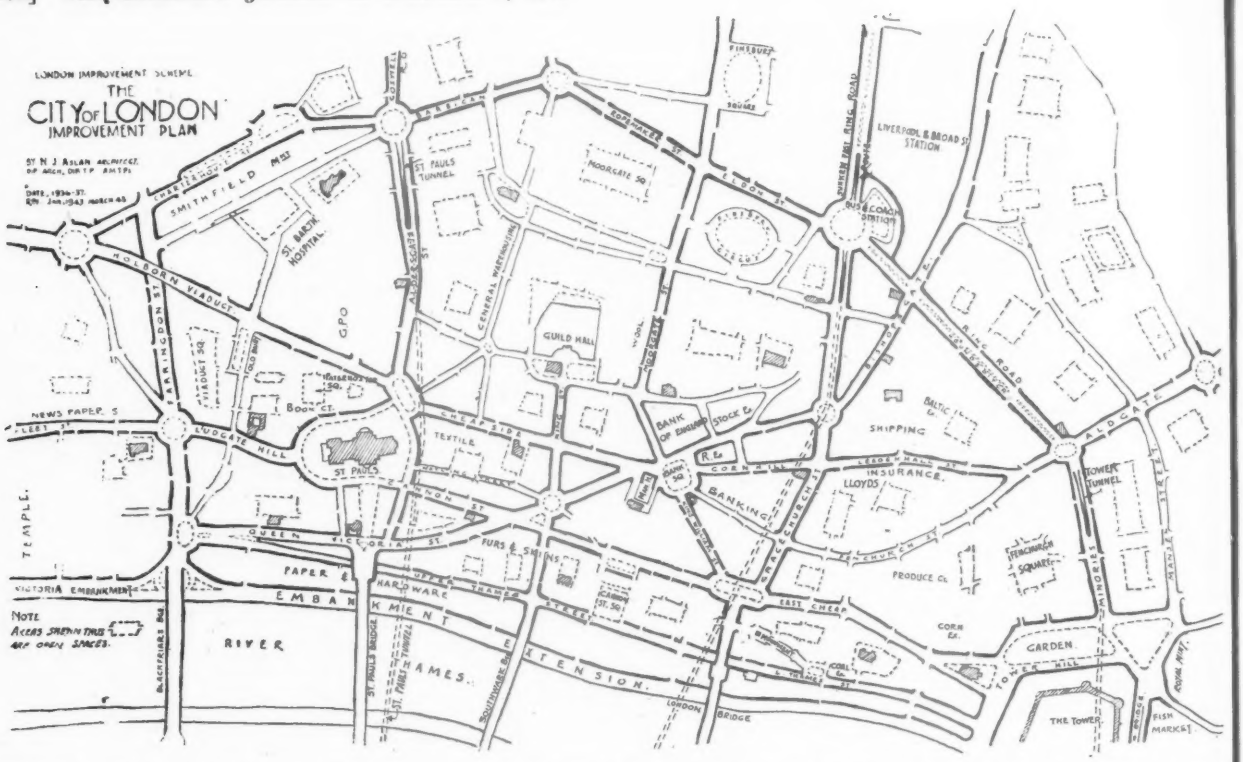


Diagram showing the natural use zones which have grown up in the City, based on age-old tradition. Traders from all over the world come to the City and drift habitually to their own particular zone. They look for Mincing Lane (Produce Market), Lombard Street (Banking), Hatton Garden (Diamonds), Garlick Hill (Furs and Skins), Fleet Street (Newspapers), Wood Street (General Warehouses), Paternoster Row (Books), Baltic Exchange (Grain), Leadenhall Street (Insurances and Shipping), and many other markets situated around the Bank Square, which constitutes the heart of the City. The dotted lines show service areas mentioned in the text. The exact size and shape of those areas would depend on the individual block plans, which it is suggested might be prepared by groups of private owners under a system of pooling (see method of realization).

cater for local traffic between the two banks.

EAST-WEST :

(1) An extension of the Embankment from Blackfriars Bridge to Tower Hill. This embankment is built slightly higher than the existing embankment in order to allow direct connection between river traffic and the warehouses which line the river by means of wharves underneath the roadway. (Headroom approximately 9 ft. 0 in., sufficient for bales of merchandise.) Where necessary the embankment is built on piles to avoid encroaching on the river bed in such a way as to increase the rate of flow of the river.

(2) A new road connecting Farringdon Street and Liverpool Street Station, following roughly the line of Charterhouse Street, Barbican and Eldon Street.

Together, with Farringdon Street and that portion of the Central London ring road which runs from Liverpool Street to the Tower, these two East-West routes form a City ring road.

IMPROVED TRAFFIC FACILITIES WITHIN THE CITY

Through traffic having been catered for by these four relief routes, the flow of traffic within the City is improved by the provision of :—

(1) Roundabouts at the most important road junctions, e.g. Holborn Circus, Ludgate Circus, North-east corner of St. Paul's churchyard, Bank, London Bridge, Liverpool Street, Aldgate, Gardeners Corner, etc.

(2) Local service roads and service spaces for every business zone (see plan on page 431), leaving the main thoroughfare to carry only traffic which is in motion. These service spaces will act as car parks and open-air markets as well as adding greatly to the amenity of the neighbourhood.

(3) A new bridge by St. Paul's. This would help to give a more intimate connection between the North and South banks and create an opportunity for opening up a view of the Cathedral from the river. Traffic would not be allowed further north than Victoria Street, the remainder of the monumental approach being reserved for pedestrians.

(4) An improved approach to St. Paul's from Fleet Street. The open space round St. Paul's is slightly increased in size and the roads widened to avoid the bottle neck which would otherwise be created between Ludgate Hill and Cannon Street. *N.B.*—The North side of St. Paul's churchyard continues to be reserved for pedestrians, as it is at present.

(5) Widening of Upper and Lower Thames Streets to act as service roads for riverside wharves.

OTHER IMPROVEMENTS

RAILWAYS : Blackfriars, Holborn Viaduct, Cannon Street and Fenchurch Street stations are placed underground and connected with the existing underground railways system, which makes it possible to remove all railway viaducts from the City area. The sites released will be used for building as well as for open space.

MARKETS : SMITHFIELD MARKET, with its established activities that surround it, is retained. It already has an excellent railway connection with greater London. The market is segregated from St. Bartholomew's Hospital by a Square. LEADENHALL MARKET is merged with Smithfield and on its site a fine Square is created for Lloyds Underwriters. BILLINGSGATE MARKET is moved eastward to St. Katherine's Docks, thus relieving the morning congestion and at the same time freeing additional space for expanding produce market of Mincing Lane and Eastcheap.

SUGGESTED METHOD OF REBUILDING

It is suggested that all owners of a certain business unit such as that having Cheapside to the North, Queen Street to the East, Cannon Street to the South and the Churchyard to the West, should come together now and discuss future development, on the basis of the procedure outlined below.

(1) Each owner would furnish through his surveyor information concerning the superficial area of his property, and also the maximum area that would have been obtained had it been developed before the war to the full extent permitted by the London Building Act. A standard unit would then be fixed, which would allow for position as well as extent of property, in terms of which the value of the various properties would be calculated.

(2) The building line would be adjusted as necessary to provide better service roads and service spaces as required—improvements which would greatly enhance the value of the property and have the additional advantage of allowing redevelopment to an average height of eight storeys. It is suggested that the heights of the different zones be varied in accordance with (i) the locality ; (ii) the width of the adjoining streets ; (iii) the contours of the ground. For instance to preserve amenity around St. Paul's, buildings in this area should not be as high as in other parts of the City ; on the other hand buildings outside this area, specially those overlooking open space, and those on low ground near the river might go as high as ten storeys in addition to basement and perhaps sub-basement. The resulting superficial area, which would be about the same or more than before pooling, would be redivided among the owners on the basis of the unit valuation given to their original property, each being given, as far as possible, the same site as before.

With a system of pooling on these lines the question of compensation need hardly arise.

INFORMATION CENTRE

The function of this feature is to supply an index and a digest of all current developments in planning and building technique throughout the world as recorded in technical publications, and statements of every kind whether official, private or commercial. Items are written by specialists of the highest authority who are not on the permanent staff of the Journal and views expressed are disinterested and objective. The Editors welcome information on all developments from any source, including manufacturers and contractors.

MATERIALS

1316 *Sawdust Cement*

SAWDUST-CEMENT. *Notes from the Information Bureau of the Building Research Station, Garston.* (*The Architect and Building News, September* 3, 1943, *pp.* 142-146; *Journal of the RIBA, September*, 1943, *pp.* 259-263; *and other journals*). Nature and properties of sawdust-cement. Shrinkage and expansion. Absence of uniformity. Uses of sawdust-cement products.

Since the war there has been a considerable revival of interest in the possibilities of sawdust-cement products for a number of different applications in building. The material has been used in the past from time to time and has usually given rise to failures. Without some knowledge of the reason for these failures they are almost certain to recur in any present or future use. If the conditions which give rise to failure can be circumvented, there is reason to suppose that a valuable addition to available building materials can be made. The data are based on tests made at the Building Research Station since 1925.

Sawdust-cement can be looked upon as being intermediate between a light-weight concrete on the one hand and timber on the other. As the name implies, it is made, basically, by mixing sawdust, Portland cement, and water and forming the plastic mix into the shape desired, usually by casting in moulds. The properties of the set product can be made to vary, chiefly by varying the proportion of cement to sawdust. The practical range of proportions of cement : sawdust is from 1 : 1 to about 1 : 5 by volume. At the 1 : 1 end of the scale, the products weigh about 100 lb./cu.ft., and at the other end about 40 lb./cu.ft. The strength of the set product is reduced progressively as the sawdust proportion is increased, but is on the whole higher than that of other light-weight concretes at equivalent weights. A characteristic feature is that the ratio of transverse to compressive strength is higher than that of normal concrete products.

The lean mixes can be cut and nailed easily. The thermal insulation of the material is not quite equal to that of other light-weight concretes when compared at equal weights per cu. ft.

The major disadvantage of sawdust-cement is a very high shrinkage on drying and expansion on rewetting, the order of values being some ten times as great as that of other light-weight concretes. Another major difficulty is that of securing uniformity of properties from one mix to the next. These two difficulties seem to have been the cause of nearly all the failures which have arisen in the past.

All products which are made with Portland cement shrink on drying and expand on rewetting. This feature is well known, but with normal concrete products the movement is, in fact, small (in the range of, say, 0.01-0.1 per cent.). The movement is caused mainly by the Portland cement itself and tends to be greater in magnitude as the proportion of cement in the mix is increased. In sawdust-cement mixes, however, the movement is caused both by the sawdust and the cement. The contribution of the former seems to be greater than that of the latter, so that the movement becomes less as the proportion of cement is increased. The reversible movement from dry to wet and back to dry again (the latter by heating in an oven at 122°F.) is of the order of 0.2-0.55 per cent. depending on the cement-sawdust ratio. In making a precast unit it is best to keep the proportion of cement : sawdust as high as possible, because this reduces the natural total possible movement. There is also an alternative, that is to design the method of fixing so that the units are allowed some freedom of movement. It is, however, not practicable to render or plaster walling units fixed by this method and for an interior decoration wallboards, if necessary, are the obvious choice. The boards can be nailed direct to the units.

Absence of uniformity may be caused sometimes by faulty technique. The precast products are usually made by hand rather than by machine, and there is a tendency to prepare mixes at too wet a consistency.

A further factor is the influence of the sawdust on the cement. The extent of the deleterious effect varies with the type of wood; with some the effect is small enough to be ignored; with others it is sufficiently harmful to inhibit setting and strength development altogether. Since sawdust is a by-product, it is only in rare cases that a batch is not a mixture from various woods, and consequently, there may be considerable variation in results from mix to mix. This can be prevented by a pretreatment of the sawdust or by an addition to the cement-sawdust mix, and there are numerous patents covering inventions to this end. Spruce, Scots pine and Poplar sawdusts have sufficiently small an effect to be able to use them without pretreatment. Improved results, evidenced by an increase in strength, are obtained by adding a proportion of hydrated lime to the cement-sawdust mix. Larch, Douglas Fir, Beech, Ash, Oak and Western Red Cedar sawdusts all have very markedly deleterious effects and the effect is not overcome by making a lime addition to the mix. A more complicated pretreatment is required for these. There is a method found by the Building Research Station which can be applied to all sawdusts.

Cement : sawdust proportions of from 1:3-1:2 represent probably the most useful range, giving products weighing 60-80 lb./cu.ft. which are nailable, having crushing strengths of 600-2,000 lb./sq.in. and transverse strengths in the range 400-750 lb./sq.in. at 28 days, with a thermal conductivity of about 2.0 B.Th.U.s, etc. For special cases, e.g., where lighter products, or those having somewhat better insulating value are required, mixes of 1 : 4 or 1 : 5 may be used but have then reduced strength and higher shrinkage and expansion movements.

The major present need is for a jointless flooring composition, to fill the gap caused by shortage of timber for flooring and of the absence of other commonly used jointless surfacings. The principal advantage to be gained with a sawdust-cement composition instead of a simple sand-cement surface lies in the greater impression of warmth and quietness. The principal known disadvantage is the tendency to lifting and cracking of plain sawdust-cement mixtures. Tests have shown that there is much less risk of parting of the layers when the sawdust-cement mix is laid immediately on fresh concrete than when laid on concrete which has set and aged. Successful results are mainly a tribute to good craftsmanship and strict supervision, any small mistake causing an obvious failure.

It may be helpful to summarize some of the existing and attempted uses.

(I) *Flooring.*

Mainly for floor surfacing, as precast blocks or as jointless finishes. Large precast flooring beams for structural use not successful because of cracking and warping.

(II) *Roofing.*

(1) Flat-slabs, covered with roofing felt.

(2) Special precast units clipped to the structural members and used as fixing base for tiles.

(III) *Walling.*

(1) Precast slabs for panel filling. To avoid warping, such slabs usually have stiffening ribs of various designs at the back.

(2) Precast nailing bricks. In common use; treated as ordinary concrete brick or block.

(3) Partition slabs or other shapes used as direct alternatives to other concrete products built into the wall with mortar. Not successful. Some large slabs cannot be made without warping.

(IV) *Timber Substitutes.*

(1) Bench seats, e.g. for air raid shelters. Chief disadvantage is a low resistance to breakage by impact when used in this way.

(2) Shelves.

(3) Miscellaneous articles, examples of which have included gates and bookshelves.

Sawdust-cement depends very much on adapting methods of use to its particular properties. A specification to cover the material itself would therefore be less helpful than with other materials, and would certainly not alone be a sufficient guarantee that failures would not occur. However, the possibility of variation and the need in precast products for adequate control and maturing make it desirable that some form of control of quality should be adopted. As an example the test programme for one particular type of units is described.

The article contains data about the physical properties of sawdust-cement with change of cement : sawdust ratio, the influence of sand when substituted for part of the sawdust, the effect of different sawdusts on plastic mixes, and the relation between free water content and dimensional changes.

1317 *Weathering of Materials*

FUNDAMENTAL PRINCIPLES OF THE WEATHERING OF BUILDING MATERIALS. *F. L. Brady.* (*RIBA Journal, June*, 1943.) Full report of lecture, abstract of which was given in Information Centre, Item 1071, JOURNAL, February 18, 1943.

1318 *Lumber Stresses*

WORKING STRESSES FOR LUMBER INCREASED BY 20 PER CENT. (*Engineering News-Record, August* 19, 1943, *p.* 295). New specifications for structural timber based on recent research work.

The War Production Board of USA has issued a directive increasing permissible stresses by 20 per cent. for all structural grades of lumber that have been graded for strength by a recognized lumber-grading agency. The increase applies to all structural grades of all commercial woods. The order applies to all government-constructed, financed or approved structures. Use of the higher stresses is estimated to save 200,000,000 cu. ft. of timber

and possibly 2,000 tons of bolts, connectors, and other fastenings annually.

Working stresses used so far have been conservative, being established a number of years ago for use under peace-time conditions. Considerable research has been done since, resulting in improved grading technique and design. The result of this work is embodied in the emergency specifications. These specifications combine in a single document information now scattered in a number of publications and some data resulting from recent tests not yet published. The document covers not only working stresses, design loads and formulæ, but timber connector, bolt, lag, screw, nail, spike, drift pin and wood screw joints. In addition, there is a chapter on glued laminated structural lumber, aimed at assuring satisfactory fabrication and construction in that comparatively new field.

It should be noted that the use of higher stresses carries with it a corresponding increase in engineering responsibility.

HEATING and Ventilation

1319 — *RIBA Lecture*

HEATING AND VENTILATING : ANALYSIS. *Dr. T. Bedford, D.Sc., Ph.D., M.I.Min.E.* (*Lecture at RIBA, May* 8, 1943. *Reported in* JOURNAL, *July* 15, 1943.) Factors affecting comfort and health in building. Some suggestions for standards.

Carbon dioxide in badly ventilated rooms does not reach concentrations sufficient to cause discomfort which is due to excessive warmth, excessive humidity, lack of air movement. Standards of ventilation are now based on requirements to keep down body odour to barely perceptible levels. Adequate ventilation is required to reduce danger of infection from air-borne diseases. The case for using ozone is discussed and the author concludes that so far as present knowledge goes there is at present no good justification for its use.

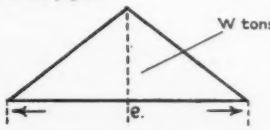
Heat loss from the body is by air temperature, air velocity, humidity and the temperature of surrounding walls, etc. Equivalent temperature is the measurement used and standards are suggested for this and for air movement. Comfort also depends upon variation in temperature in different parts of a room.

QUESTIONS and answers

THE Information Centre answers any question about architecture, building, or the professions and trades within the building industry. It does so free of charge, and its help is available to any member of the industry. Answers are sent direct to enquirers as soon as they have been prepared. The service is confidential, and in no case is the identity of an enquirer disclosed to a third party. Questions should be sent to : THE ARCHITECTS' JOURNAL, 45, *The Avenue, Cheam, Surrey.*

1320 — *Load Formulæ*

Q *A simply supported beam of span l carries a load whose intensity increases uniformly from each support to the centre of the span, as shown in the figure.*



If the total load is W tons, what is the expression which gives the deflection at the centre of the span ?

I know this expression as : $y = \frac{Wl^3}{60EJ}$, *but I am unable, having been four years in the Army, to derive it from the formula* $M = -EJ\frac{d^2y}{dx^2}$

A You appear to have some understanding of the problem, so we are setting out the answer quite simply without explanatory notes. If we have not made it clear to you, kindly write us further.

Shear $S = W\left(\frac{1}{2} - \frac{2x^2}{l^2}\right)$

Bending Moment $M = \int Sdx = Wx\left(\frac{1}{2} - \frac{2x^2}{3l^2}\right) = -EJ\frac{d^2y}{dx^2}$

$EJ\frac{dy}{dx} = -\int Mdx = -W\frac{l^2}{4}\left(\frac{x^2}{l^2} - \frac{2}{3}\frac{x^4}{l^4} + A\right)$

For $x = \frac{l}{2}$, $\frac{dy}{dx} = 0$. Hence $A = -\frac{1}{4} + \frac{2}{3}\frac{1}{16} = -\frac{5}{24}$

and

$\frac{dy}{dx} = \frac{W}{EJ}\frac{l^2}{4}\left(\frac{5}{24} - \frac{x^2}{l^2} + \frac{2}{3}\frac{x^4}{l^4}\right)$

$y = \frac{W}{EJ}\frac{l^3}{12}\left(\frac{5}{8}\frac{x}{l} - \frac{x^3}{l^3} + \frac{2}{5}\frac{x^5}{l^5} + B\right)$

For $x = 0$, $y = 0$. Hence $B = 0$ and, for $0 \leq x \leq \frac{l}{2}$,

$y = \frac{W}{EJ}\frac{l^3}{12}\left(\frac{5}{8}\frac{x}{l} - \frac{x^3}{l^3} + \frac{2}{5}\frac{x^5}{l^5}\right)$

Substituting $x = \frac{l}{2}$

$y = \frac{W}{EJ}\frac{l^3}{12}\left(\frac{5}{8}\cdot\frac{1}{2} - \frac{1}{8} + \frac{2}{5}\cdot\frac{1}{32}\right) = \frac{W}{EJ}\frac{l^3}{60}$

1321 — *Patenting and Testing*

Q *I have designed a ground-floor joist for Post-War Building of* 4 *in. by* 2 *in. reinforced concrete to receive floor boards. Could you inform me where to apply to register a patent and have approved tests ?*

A To register a patent you should apply to a patent agent. Names and addresses of these can be seen in the classified telephone directory, or alternatively you could write to the Chartered Institute of Patent Agents, Staple Inn Buildings, London, W.C.1, for names and addresses of suitable persons in your locality.

As regards the testing of the concrete joist, we should advise you to apply to the Building Research Station, Garston, Watford, Herts.

1322 — *Kitchen Planning*

Q *I am anxious to make a particular study of kitchen planning and equipping in relation to both new building and reconstruction work. Can you advise me on the most suitable publications to obtain to help me in my studies ?*

Incidentally, I believe THE ARCHITECTS' JOURNAL *included* The Hub of the House *in an issue in July,* 1942, *which would probably be a help. Is a copy of this back number available ?*

A We give below a list of publications dealing with kitchen planning, extracted with the kind permission of the librarian, from the library catalogue of the RIBA. In addition, the library contains a bibliography on the subject and two theses which may be seen at the library. Further useful information could no doubt be obtained from the manufacturers of gas and electrical kitchen equipment, from the Building Centre and from the Good Housekeeping Institute. With regard to your last paragraph, we regret that the July, 1942, issue of THE ARCHITECTS' JOURNAL is out of print and copies are not available.

Booklets by the Kitchen Planning Centre (Lever Bros.) : Series entitled *Studies in Kitchen Planning, Ventilation, Some Notes and Observations, The Size of the Kitchen, Home Washing Equipment, Drying of Washed Clothes.*

Booklet by National Council of Women of Great Britain, *The Convenient Kitchen.*

Electrical Association for Women—point of view on post-war reconstruction—*Interim Report*, collated by Elsie E. Edwards.

Booklet of British Electrical Development Association, *Kitchen Planning Information.*

SOCIETIES AND INSTITUTIONS

Speeches and lectures delivered before societies, as well as reports of their activities, are dealt with under this title, which includes trade associations, Government departments, Parliament and professional societies. To economise space the bodies concerned are represented by their initials, but a glossary of abbreviations will be found on the front cover. Except where inverted commas are used, the reports are summaries and not verbatim.

TCPA

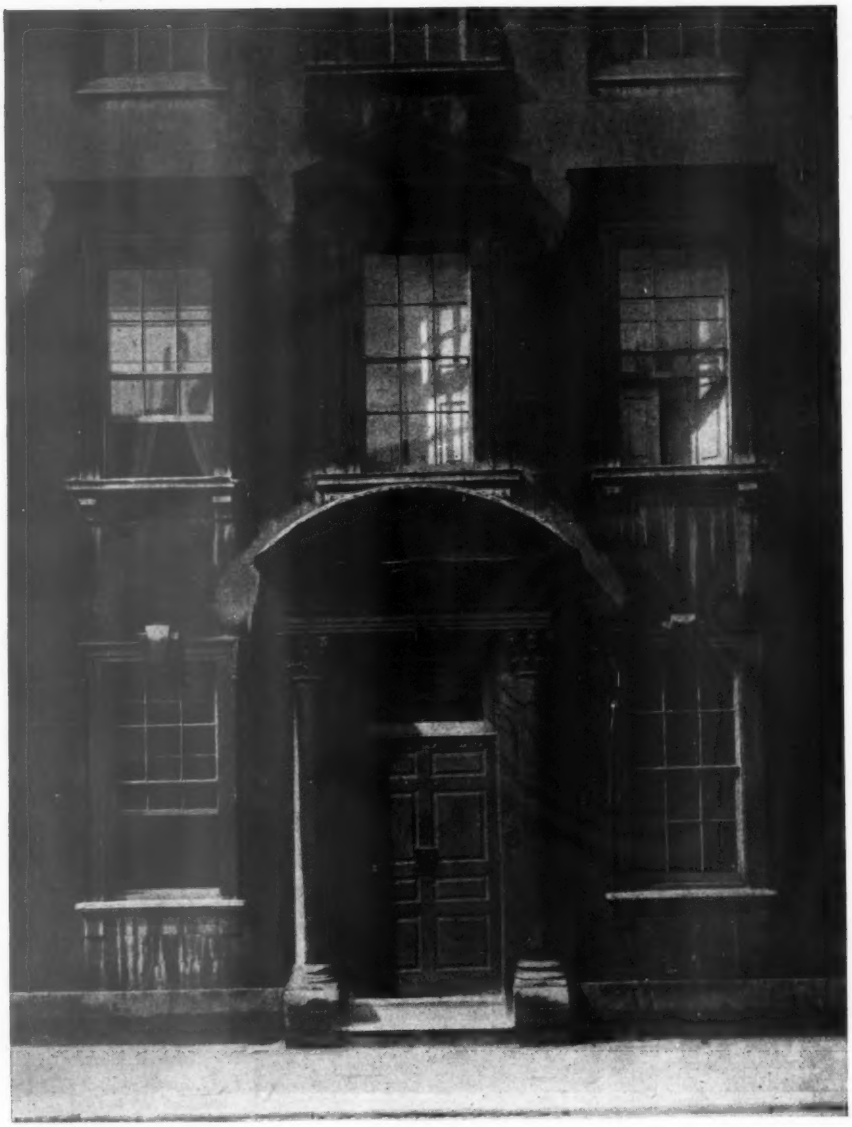
Conference

November 20, at the Town Hall, Cheltenham. Conference on *Planning for Living*, sponsored by the Town and Country Planning Association. Talk on THE REPORT OF THE BARLOW COMMISSION, by Roy V. Hughes, A.M.I.C.E., A.M.T.P.I. ; talk on GLOUCESTERSHIRE AND THE SCOTT REPORT, by Gordon Payne, M.I.M. & CY.E., M.T.P.I., Planning Officer for Gloucestershire. Chairman, Major Shakespeare, Chairman of the Tewkesbury and Cheltenham Joint Planning Committee.

R. V. Hughes : It was announced in the House of Lords ten days ago that the Government will re-examine the Barlow Report. That momentous document was presented just at the moment when the outbreak of war overshadowed every other subject ; and it is well worth re-reading it now, for it contains a rich store of important facts and well-considered opinions on subjects which are vital to the planning of a better Britain.

The main reason for the appointment of the Royal Commission in 1937 was that Parliament and public felt concerned at the continued drift of population from the depressed areas to the rapidly growing great cities, principally to London. Their remit was to examine the existing distribution of the industrial population, to foresee the future trends, to consider whether there are social, economic and strategic disadvantages in the concentration into big cities and suggest remedies.

The Commission assembled a great mass of evidence from a wide variety of bodies, both



L. E. Walker, Photo.

27 KING STREET, KING'S LYNN

THE date of this façade is about 1714—two years before the death of Henry Bell, and it may well have been his work. It has been criticised for its academic correctness but that, if it be a fault, is one that leans towards virtue's side. The architect was fortunate in having craftsmen who matched his own skill, and also in his choice of material that has so well withstood the assaults of the elements for more than two hundred years. It is this combination of good material with insistence upon the necessity for sound workmanship, that has secured for 'PUDLO' Brand waterproofer such a high reputation for reliability.

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★ *There are two types of RAWLBOLT—(a) Bolt projecting, (b) Loose Bolt. Both are made with pipe clips, round and square hooks and eye bolts. Sizes from ¼" diam. to ¾" diam.*



1 *Drilling the hole to take the Rawlbolt with a Rawlplug Electric Percussion Hammer. Holes can also be drilled by the hand method.*
2 *Inserting Rawlbolts.*
3 *Diagram showing Rawlbolt fixing with nut tightened.*

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governmental and non-official; and performed the seemingly impossible task of digesting it all and producing a most readable and informative volume. Most of the recommendations were unanimous, for the reservationists and the authors of the Minority Report were mainly concerned to put more force into the Majority's recommendations rather than dissent from them.

The Commission found that definite Government action was needed to remedy the dangers to the nation's life and development presented by the great concentrations of industrial population. This action should take the form of (i) redevelopment of the congested areas; (ii) decentralization of industry and population from those areas into satellite towns, planned extensions of existing small towns, etc.; (iii) encouragement of a reasonable balance of types of employment throughout Great Britain as far as possible; and (iv) prevention of establishment of further industries in certain congested areas. The whole Commission felt that Greater London was a case where consent to new factories should be refused unless the applicants proved that they could not be economic if sited elsewhere. Several members of the Commission wished to apply the same principle to other big town groups.

For the execution of this policy the majority recommended a *National Industrial Board* appointed by the President of the Board of Trade; while the minority called for a new Ministry, which would also take over from other departments functions relating to Town and Country Planning and the special areas. (The new Ministry has now been created, but it has not yet been given power to carry out the Royal Commission's recommendations.)

The relation between local planning and central guidance in these matters must be carefully worked out so as to avoid overlapping and frustration. Regional conferences such as to-day's can be very helpful in working out how we can combine the broad national view with the needs, hopes and detailed knowledge of the regional and local planners.

G. Payne: I will shortly be in a position to give a comprehensive picture of the economic resources afforded by the county of a properly considered plan, with proposals for its positive realization. I have been much impressed, not only by the keen enthusiasm displayed by industrialists, technicians, landowners and farmers, to whom I wish to record my thanks, but by the widespread interest of the public. Without the continued interest of a constructively critical public little progress can be made.

There is a necessity for a unification of electricity charges. I am myself preparing basic information for a regional water supply west of the Severn taking into consideration the needs of the dairy farmers for clean milk production; new trunk roads, avoiding villages are already in hand, while all new war factories and buildings have been noted and are to be considered by the Joint Planning Committee as to their future usefulness or otherwise to the county, while defence works are to be as far as possible removed. With these facilities, new light industries of a really suitable type for the county could be sited in new small towns. For the past seven years in the Forest of Dean positive planning in guiding new industry has been directed to building up the life of small towns, while rural trades and crafts are being envisaged by the Gloucester Rural Community Council.

Fifty-six rural cottages of the improved type recently sanctioned are in course of construction and many more are contemplated in the first post-war years' programme; while the control of the siting and design of all agricultural buildings has now been officially approved, and the principle accepted that good agricultural land will not be used for other purposes than agriculture, whenever there is less productive land available for building and industry. Sporadic building is already firmly discouraged in Gloucestershire.

The lack of social amenities may be one great reason for the drift from the countryside, and it is therefore interesting to note that already the rural communities are taking steps to provide a social centre for themselves and the surrounding hamlets. Much land has already been reserved for playing fields. The preservation of nature reserves is being ensured and the provision of properly sited holiday camps is being considered and one is already provided.

An important resolution was passed by the County Council on September 29 last, on the method of development of new or existing communities, by which the Council were to purchase the sites (including a green belt) and the development would be divided between housing associations, industry and private enterprise. The County Council has accepted the idea of positive planning, which, having determined what is right, takes action to see that it actually materializes.

TCPA & CADBURYS

Exhibition

December 1, at Heal's Ltd., 196, Tottenham Court Road, W.1. Exhibition WHEN WE BUILD AGAIN, sponsored by the Town and Country Planning Association and Cadbury Bros., opened by Sir William Beveridge, K.C.B. Chairman: the Rt. Hon. the Earl of Lytton.



Sir William Beveridge and Lord Lytton at the opening of the "When We Build Again" Exhibition on December 1.

Sir W. Beveridge: On the vexed question of houses against flats, and the London Plan, I have a suspended judgment. In favour of flats, I must confess to a sneaking theoretical leaning, on the ground that flats can use light and air, which is otherwise wasted, namely, that above the cottage roof. They can make it possible by putting the same number of families in a given area, living above one another, to provide for each family more garden space, than if each family is housed on a separate plot of land. This is subject to a solution of the perambulator problem. And it is an argument for using the device of flats in order to give people larger gardens near, if not in all cases just outside, their front door. It is not an argument for using flats simply to jam more families into the same area and to give to each of them no more garden space, and less privacy and quiet, than they would get in a separate house. We ought to approach the matter from the point of view of giving the best possible homes to everybody, not from that of assuming that because people have lived in London in the past, the same or a nearly equal number should be housed there in the future, piled up in flats.

It is not true that people live in London because they like to be surrounded by miles of bricks and mortar; they live there because they must, in order to get employment. Population goes where industry calls it. The first requirement in re-housing our people is to locate industry afresh.

We must be in a position to control the location of industry and so of population before we start building. From this point of view some of the recent announcements of Government policy are alarming. Provision of food, work and homes in the transition period is promised, but the homes, unless they are Army huts, cannot be only for the transition. We are told by the new Minister of Health that he means to be quick off the mark with housing. The trouble about all houses (it applies also to flats) is that they have to be built somewhere. Before we start to build either houses or flats, we ought to have a definite national plan as to where they are to be built, where industry and population in different densities are to be located. That is the subject of the Barlow Commission Report and the Uthwatt Committee Report. All that the Government has said is that shortly they will announce their views on these two Reports. It is not enough to announce views unless the views are the right ones. It is not enough to announce the right views too late to influence action. Planning the use of land needs as much time as planning an invasion. The Barlow Commission made an unanswerable case for the planned use of land, as against the past unplanned use. They named as the main difficulty in past planning the problem of compensation. The Uthwatt Committee was appointed to find a solution of that problem and did so in a unanimous report of great authority, ingenious and powerfully reasoned. Is there any alternative to that solution that will do the trick—any alternative short of land nationalization?

We cannot postpone building long after the war, if we are to house our returning soldiers properly; we cannot start building without a national plan for the location of industry, unless we mean to make a lasting mess of the country again; and we cannot have a national plan until we have decided to do not less than Barlow and Uthwatt.

ILA

Conference

November 24, at the Royal Academy, Piccadilly, W.1. Conference of the Institute of Landscape Architects on LANDSCAPE ARCHITECTURE IN THE COUNTY OF LONDON PLAN. Speakers: Sir Ernest Simon, Deputy Chairman of the Central Council for Works and Buildings of MOW; H. B. Kingsley, a commercial traveller who has lived on an LCC housing estate for 17 years and had been invited to give the views of the ordinary citizen; Sir Giles Gilbert Scott, R.A.; the Rt. Hon. Lord Latham, leader of the LCC; E. P. Mawson, F.R.I.B.A., M.T.P.I., F.I.L.A.; and Mrs. C. M. Villiers-Stuart, F.I.L.A. Chairman: G. A. Jellicoe, F.R.I.B.A., M.T.P.I., President of the ILA.

Sir E. Simon: I had an opportunity in 1936 of studying the Moscow Ten-Year Plan, and a year ago I spent some time in New York examining their remarkable achievements in planning and their proposals for the future. I feel, therefore, that the most useful line I can take is to explain shortly the fundamental conditions of planning in Moscow and New York, and to compare them with the position in London.

Moscow.—The best illustration of the vision and courage with which the plan was made is given by the story of the Moscow-Volga canal. This is about the size of the Panama Canal. The level of the Moscow river, which runs

right through the heart of Moscow, was to be raised by about three metres so as to take barges of 20,000 tons. The river right through Moscow to be faced with granite embankments and boulevards, running through the whole length along both banks. Eleven new bridges to be built over the river.

When I was there in 1936 a considerable length of boulevard and granite embankment had already been made; six beautiful new bridges were about finished, and the level of the river was just about to be raised by 3 metres.

The ten-year plan laid down a definite programme for each year as to the number of roads to be made or widened, houses, schools, hospitals, etc., to be built.

One interesting thing is that a series of ateliers of architects was set up. Each was given a certain length of boulevard and was responsible for the harmonious and effective design, both of the road itself and adjacent buildings. They also set up a decorations department, which dealt with the more detailed amenities, such as lettering, lamp-posts, minor buildings, etc. It was early days when I was there, but I am sure the audience here will agree that this method of using landscape architects ought to be effective.

New York.—The first zoning ordinance was passed in 1916; it is said that if New York had been fully developed up to the limits allowed, it could have housed the whole population of North and South America and provided them with office accommodation.

The Belt Parkway, 34 miles long, on Long Island, is beautifully planned and built. No posters are visible; the whole highway and its surroundings, bridges, petrol stations, lamp standards, and so on, are all carefully and well designed.

Post-war plans for public works amount to about £150 million. No less than £5 million has already been voted for preparing plans and specifications for post-war development in detail, so that contracts could be let at a moment's notice.

London.—The conditions in London are incomparably more difficult than in Moscow and New York.

There are four conditions which are necessary for the effective planning of a city.

1. There must be a single authority controlling the whole area. This is the case in Moscow and New York. London, on the other hand, has a terrifying mixture of authorities of all sizes and shapes.

2. *Finance.*—Adequate money must be available. Moscow has had no difficulties in this matter. New York, thanks to generous Federal aid, has developed with quite remarkable speed during the last ten years. The position in London seems likely to be much more difficult.

3. *Control of land.*—In Moscow, the Mossoviet owns not only the whole of the land, but also the buildings. Conditions of acquirement of land in New York are far from satisfactory, but it has in practice proved possible to develop on a large scale during the last ten years. London conditions as regards land acquisition are thoroughly unsatisfactory; action by the Government is anxiously awaited.

Conclusion.—It is clear, I think, that we have much to learn both from Moscow and New York. The conditions which our planners have to face are infinitely more difficult than in Moscow, considerably more difficult than in New York. To do the job really well the whole local government of the London region ought to be re-organized; new conditions as regards land ownership and compensation, and as regards finance are essential to radical reconstruction and to rapid development on first-rate lines.

H. B. Kingsley: The Thames is the Londoner's heritage and more use should be made of its unique advantages for improving the landscape on its course through the London area. We have one of the most beautiful and historic rivers in the world and even more should be done than is planned to give the citizens the great benefits such development could afford. There is no reason why a really ambitious scheme worthy of the Thames and London could not be the focal point for the pleasure and health of hundreds of thousands of citizens, but also such development should so improve the surrounding properties as to enable a financial return sufficient to pay for the scheme.

Back Gardens.—Back gardens should be of reasonable size. A small space behind houses is likely to be a rubbish heap while larger spaces will most probably be properly cultivated gardens.

Front Gardens.—I would like to do away with hedges and walls and leave front gardens open to the road, as is done in America, with grass verges wherever possible.

Street Planning.—To relieve the monotony of straight lines of houses looking like barracks, the landscape architects should be able by the proper use of trees and shrubs to break up the view, which would also be helped by siting houses at varying distances from the road.

Community Centre.—Every housing estate of any size should have a community hall or centre, and also a sports area, which should be administered by local clubs and associations rather than by the local authority, or alternatively by a warden who has full authority

Allotments.—A minimum of 50 allotments should be provided for every 1,000 houses, with its own communal store house and tool shed.

Local Authority Assistance.—A close collaboration between the local authority and local associations is desirable. The LCC have given our Horticultural Association financial assistance and have acted on any reasonable recommendation to improve the amenities. For instance, garden fences do not now exceed 3 feet in height. In post-war developments it is to be hoped that this collaboration will be further developed.

RA

L. Wilkinson

November 25, at the County of London Plan Exhibition at the Royal Academy, Piccadilly, W.1. Talk on PLANNING IN PRACTICE, by L. St. G. Wilkinson, M.C., President of the Institution of Municipal and County Engineers.

L. Wilkinson: Decide for yourselves what you want. Tell your local authorities. Do not be over-ruled or shouted down by the fanatic. If this is done, and properly done, I am sure the London County Council Plan will eventually produce a satisfactory plan for London.

Since the time of Wren many plans, some good and some not so good, have been suggested. Few of these have been adopted owing, very largely, to the apathy of the general public, but had some of them been put into operation at the time they were suggested many of the problems now facing the planners of London would have disappeared.

The County of London Plan is a most excellent production, and reflects the greatest credit on its authors. If it has evoked considerable criticism this is very largely due to the fact that it is, for a preliminary document, such a very complete and excellent work that it gives the critic of minor detail considerable opportunity for criticism.

Town planning is a curious mixture of democracy, and what we commonly call Hitlerism. If the authors of this Plan had been endowed with the powers that would have been granted to them in a totalitarian state their task would have been comparatively easy. But the ultimate result would not have been satisfactory, since for this mode of procedure to be possible it would have been necessary for our people to be willing to live in a totalitarian state, and this would mean that they would have lost all sense of democracy.

There are one or two points in the Plan that, particularly to an engineer who has spent all his life in the provinces, seem to be at least worth querying.

The high preponderance of flats tends to strike those of us used to more spacious surroundings with horror. It does appear to me that the vast majority of our population should be allowed, and even encouraged, to live in houses standing in a reasonable amount of garden space.

To a Municipal Officer the suggested road plan cannot but be of great interest, but to provide tunnels to deal with traffic for all time is a retrograde step, and I am particularly appalled at the expression in the report that "motor drivers must become tunnel-minded." For river crossings and the like tunnels are probably unavoidable, but I do feel that it ought to be possible, in a great Plan such as this, to avoid tunnels and substitute open-air roads.

Five years after the war we shall probably have four times the number of vehicles on the roads which we had in 1939. It would, therefore, seem that considerably more attention will have to be paid in the planning of London for the provision of parking facilities. For no form of artificial restrictions, such as the prohibition of cars in the Central area, will ever solve this problem, and the only thing we can do is to face up boldly to the anticipated facts and try to meet them by physical planning.

TCPA

H. Alker Tripp

November 19, at the Great Eastern Hotel, Bishopsgate, E.C.2. Lunch-time meeting of the Town and Country Planning Association. Lecture on TOWN PLANNING AND ROAD TRAFFIC, by H. Alker Tripp, C.B.E., Assistant Commissioner of Police. Chairman, F. Tidbury Beer, C.C.

H. A. Tripp: Modern town-planning takes very serious account of the road system and its problems. Present road casualties and traffic congestion result largely from lack of plan in the past; and, for the future, security of life is the most important objective in planning. The railways, before they developed high speeds, provided suitable tracks; but on the roads high speeds were developed on the old highways built for horses and carts. Present traffic control by law and police can never adequately offset that huge handicap. Fast mechanical traffic can only be satisfactorily controlled by the provision of suitable tracks, and by suitable planning of town and country alike. It is the main traffic streams that do the greatest damage; they must therefore be diverted and isolated from the daily haunts of the populace. The nondescript road, which attempts to accommodate shopping facilites and residential needs on a main traffic route, must be eliminated; every road must have its own function and office. To that end a new classification of roads for future use is required. All new and satellite towns will have to be designed on quite new lines, the first aim of which will be to keep all through traffic clear of the residential, shopping, industrial and business areas. On precisely the same lines, though not so completely, the principle can be applied to existing towns. The areas allotted to residence, shopping, etc., will be quiet and protected "precincts"—ideal examples of which are the Inns of Court in London. Similar principles will apply equally in the country, where all new buildings should be upon new precinct roads, thus leaving traffic roads free from frontages and the country lanes unspoilt.

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Rates of Wages have not risen since April 2, 1943.

BASIC MATERIALS	Increase over pre-war prices at end of										
	January, 1943	February 1943	March, 1943	April, 1943	May, 1943	June, 1943	July, 1943	August, 1943	Sept., 1943	October, 1943	Nov., 1943
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	per cent.
Portland cement	+41·46	+41·46	+41·46	+41·46	+41·46	+41·46	+41·46	+41·46	+41·46	+41·46	+41·46
2-in. unscreened ballast ..	+71·01	+71·01	+71·01	+88·41	+88·41	+88·41	+88·41	+88·41	+88·41	+88·41	+88·41
Fletton bricks (at station) ..	+29·19	+29·19	+29·19	+29·19	+29·19	+29·19	+29·19	+29·19	+29·19	+29·19	+29·73
Stoneware drainpipes (British Standard) 2 tons and over ..	+37½	+37½	+37½	+37½	+37½	+43·75	+43·75	+43·75	+43·75	+43·75	+43·75
Roofing tiles	+42½	+42½	+45	+45	+45	+45	+45	+45	+45	+45	+45
Steel joists (basic sections) ex mills	+47·5	+47·5	+47·5	+47·5	+47·5	+47·5	+47·5	+47·5	+47·5	+47·5	+47·5
Lime greystone	+43·53	+43·53	+43·53	+43·53	+43·53	+43·53	+43·53	+43·53	+45·53	+43·53	+43·53
Sheet lead	+65·22	+65·22	+65·22	+65·22	+65·22	+65·22	+65·22	+65·22	+65·22	+65·22	+65·22
Iron rainwater goods and soil pipes	+26½	+26½	+26½	+26½	+26½	+26½	+26½	+26½	+26½	+26½	+32½
White lead paint	+44·70	+44·70	+46·21	+46·21	+46·21	+46·21	+46·21	+46·21	+46·21	+46·21	+46·21
RATES OF WAGES (Central London Area)											
Labourers	+22·22	+22·22	+26·98	+26·98	+26·98	+26·98	+26·98	+26·98	+26·98	+26·98	+26·98
Craftsmen	+16·67	+16·67	+21·43	+21·43	+21·43	+21·43	+21·43	+21·43	+21·43	+21·43	+21·43

LABOUR—Rates of Wages since April 2, 1943.

LONDON DISTRICT	Craftsmen	Labourers
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From 12-15 „ „	2s. 1d.	1s. 7½d.

GRADE CLASSIFICATIONS

	A	A¹	A²	A³	B	B¹	B²	B³	C
Craftsmen	2/–	1/11½	1/11	1/10½	1/10	1/9½	1/9	1/8½	1/8
Labourers	1/7	1/6½	1/6½	1/5¾	1/5½	1/5	1/4¾	1/4¼	1/4

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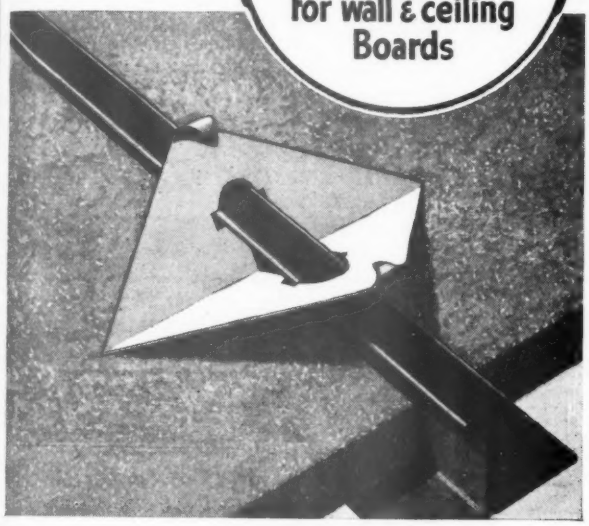
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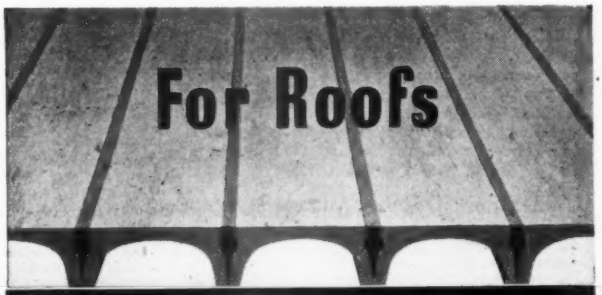
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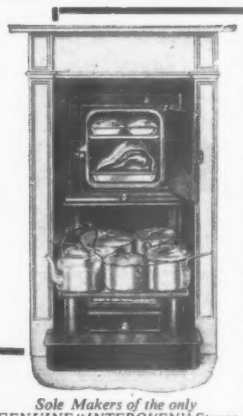
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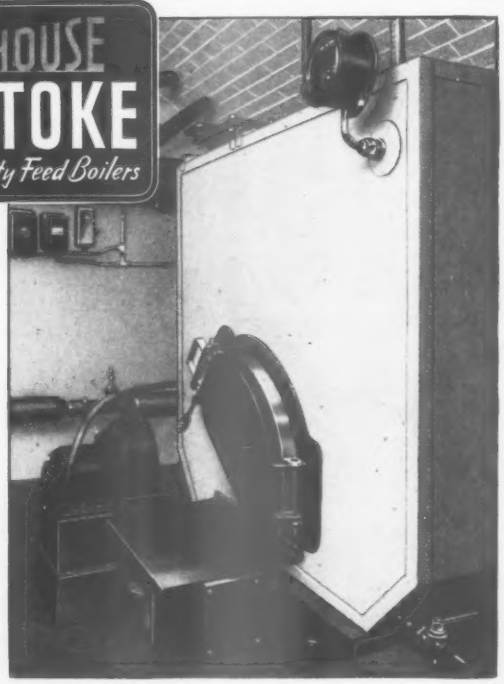
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